

AND COMMERCIAL GAZETTE.

[PRICE 7D.]

ROYAL CORNWALL POLYTECHNIC SOCIETY.

The FOURTH EXHIBITION of this Society will take place at the New Polytechnic Building, Falmouth, on Tuesday next, the 25th of September, and the following days.

The members of the Society and holders of transferrable tickets will be admitted at eleven o'clock, and non-subscribers at twelve o'clock on the first day, on presenting their tickets of admission at the doors.

The Exhibition will be opened at ten o'clock on the following days, and close at four. The chair will be taken, and the prizes awarded, on the first day of the Exhibition.

Competitors of the First Class are requested to attach to their performances two sealed notes, each of them containing within the name and residence of the competitor, and on the outside some private mark; stating also on the outside whether the productions are original or not.

All productions not stated to be original will be considered copies.

Competitors of the First Class, non-members of the Society, are entitled to compete for prizes on payment of three shillings, and will receive a ticket of free admission to the Exhibition at twelve o'clock on the first day.

Competitors of the other classes may compete without payment, affixing to their performances their names and residences only.

The friends of the Institution who intend sending articles for exhibition only will be kind enough to forward them not later than Monday next, the 5th of September.

The committee room adjoins the New Polytechnic Building.

Members who have not received their tickets may obtain them on application to Mrs. Trathan, bookseller, Falmouth, where non-subscribers may obtain tickets of admission for the first day, price two shillings, and for the following days, price one shilling.

Tickets of admission may also be obtained of the Secretaries, at the room, on the days of exhibition.

Subscriptions already advertised towards the Building Fund ... £336 18 0

J. R. Pratt, M.P. ... 10 0 0
W. T. Pratt ... 5 0 0
Dr. Carlyn ... 3 3 0

THOMAS B. JORDAN, } Secretaries,
LOVELL SQUIRE, Jun., } Falmouth.

N.B. The THIRD ANNUAL REPORT OF THIS SOCIETY, price 2s. 6d., may be obtained of Mrs. Trathan, and the agents in the principal towns of the county.

MULBERRY HILLS TIN AND COPPER MINING COMPANY.

PANAL, in the Parish of LANIVETT, in the County of CORNWALL.
Capital £10,000, in 20,000 Shares, at £5 per Share.—Deposit £1 10s.

Directors: A. Wharton, Esq., B. O. Backwell, Esq., E. Oram, Esq., Messrs. Messrs. Hodge and Norman, Devonport; Sir John William Lubbock and Co., London.

This mine is situated in the Parish of Lanivett, in the County of Cornwall. It is of considerable extent, and is generally admitted by those acquainted with its locality, to contain some of the most valuable Tin and Copper Lodes in the County. The hills of the set are facing the south and south-east, which position is highly appreciated by practical miners.

The set extends, on the course of the lodes, from east to west upwards of 600 fathoms, and from north to south 400 fathoms, in a fine stratum of kilaas, that can be worked at a very moderate expense, being fair standing ground, not requiring much timber for shafts or levels.

There is a stream of water that runs through the set, which can be available for the working of stamps.

This mine is near the railroad leading from Bodmin to Wadebridge, by which materials and ore can be conveyed to and from the mine expeditiously, and at a small charge.

For particulars of work already done, and the various lodes discovered, the reports of practical miners will develop to the Adventurer every prospect of its being the source for a profitable investment.

With the view of carrying into effect the operations so auspiciously commenced, and of realising the advantages so confidently, and at the same time so reasonably, anticipated, it is proposed to divide the Company into 2000 Shares, at £5 per Share; the Deposit to be £1 10s., the sum of £1 to be paid to the present Proprietors for their discoveries, costs, sets, materials, ores, &c., up to the 1st of August last, and the sum of 10s. for prosecuting the mine.

REPORTS OF MINE-AGENTS AND OTHERS.

THE REPORT OF CAPTAIN LAWRENCE HAMBLEY.

I, Lawrence Hambley, worked with my father at Mulberry, streaming for tin, about forty years ago. During the time of my working there we returned several hundred feet of tin. I remember finding a shrode of black tin, 50 lbs. weight, which was carried to the smelting-house, and sold for twelve in twenty, besides a great many others of smaller size, which clearly proves there must be lodes of superior quality in the hills. I also recollect a person by the name of Bone streaming up the moor, discovered a lode of tin, which proved very productive, near the east end of the set.

I have heard my father repeatedly say that he knew some persons about eighty-four years since discovered a very rich tin lode in Mulberry, and for which the gentlemen of Bodmin offered a hat full of guineas, which was refused. The parties continued driving on the lode, till, meeting with a cross course, it was thrown out of the way. They did not understand the nature of mining, abandoned the work, and it has never since been tried.

I have had some conversation with Mr. Henry Varcoe, since his father's decease, respecting the profits he had from Mulberry, and find it was upwards of £1000, clear of all expenses, and the working not more than four fathoms deep. I recommend this set as well worthy the attention of speculating gentlemen.

LAWRENCE HAMBLEY, Lanivett.

REPORT OF CAPTAIN JOHN ROBERTSON.

I worked at Mulberry twenty-one years since (on tribute) for the space of fifty weeks, during which time I returned ten thousand weight of tin, and believe in that time upwards of thirty thousand weight of tin were returned on the mine; and verily believe it to be a speculation well worthy of trial.

JOHN ROBERTSON, Lanivett.

REPORT OF CAPTAIN JOHN RICHARDS.

According to request, I have been in Mulberry Hills Mine, and, on inspection, consider it to be a good adventure, and well worthy the attention of speculating capitalists, as there are a great many very promising Tin and Copper Lodes, which will warrant the expenditure of a considerable amount, in order to make a fair trial of the same.

JOHN RICHARDS, St. Austell.

REPORT OF CAPTAIN WILLIAM ALLEN.

I have inspected this mine, and find in the eastern part of the set there is an open level driven fifty fathoms, and then continued east, twenty-five fathoms wherein there are Two Copper Lodes, one about six feet wide, the other about two, impregnated with copper, muddle, goasen, and pruan.

There is also a deep adit, which I think ought to be continued through the mine, that would intersect the lodes at a deeper level.

About the centre of the mine there is a shaft sunk nearly nine fathoms. In the level leading south about six fathoms, there is a lode thirteen inches wide, containing tin of an excellent quality. Further west, in crosscutting pits, two other lodes have been discovered, both producing tin.

From the discoveries already made on the lodes, I give it as my opinion that it is a very advantageous speculation, and will warrant a sufficient outlay to carry the mine into effect.

WILLIAM ALLEN, North Wheel Treasure.

REPORT OF MR. WILLIAM GRACE OF TIN PURCHASED FROM MULBERRY, WHICH WAS FORWARDED TO CAPTAIN S. TUNNELLING.

St. Austell, 8th July, 1856.

Sir,—I received your note requesting my deposition of having purchased tin from Mulberry Mine, in Lanivett.

I hereby declare to state that I have been an assayer and purchaser of tin upwards of forty-five years, during which time I have received parcels of tin from this mine to the amount of a great many hundreds of pounds. The tin is of a fair quality, and of an average produce.

I am, Sir, yours, &c. &c.

WILLIAM GRACE.

Applications for shares to be made at the Office of Mr. GARD, Conveyancer, St. Aubyn-street, or to Mr. BAILEY, James-street, Devonport.

ANTI DRY-ROT COMPANY.

RYAN'S PATENT.
Established under Act of Parliament, 1836.

TO SHIPBUILDERS, SHIPOWNERS, AND OTHERS.

The following additional testimonials in favour of the process have lately been received:—

CORDAGE.

TO THE SECRETARY OF THE ANTI DRY-ROT COMPANY.

I, William Parry Richards, of 8, Wellington-street, Waterloo-bridge, wine-merchant, do hereby certify that early in the year 1833, owing to certain vaults in my cellars being very much affected with damp, I was requested by Mr. Ryan to try some experiments therein, with the view of putting in the best possible test the efficacy of his process against the rot, and consequent decay of rope and canvas, which I complied with as follows:—On the 2nd of February, 1835, I suspended a weight of four pounds by a piece of half-inch cord, two yards long, which was prepared by Mr. Ryan, and an equal weight by a duplicate piece of the same cord, but unprepared, immediately adjoining it, and placed them in one of the vaults where my observations had previously shown me that cordage decayed with unusual rapidity. This trial was made with new cord of the very best quality, sold by Mr. Tull, in Penchurch-street.

The following are the memoranda kept by me in proof of this experiment:—

March 8, 1835.—Fungus became visible on the unprepared.

July 4.—The said unprepared specimen broke, and was replaced by another unprepared piece.

October 14.—The second replaced unprepared cord broke.

Feb. 24, 1836.—The third ditto ditto ditto.

July 23.—The fourth ditto ditto ditto.

March 20, 1836.—The fifth ditto ditto ditto—at which period the prepared piece was tried and found quite sound, although covered with fungus.

August 27.—The sixth replaced unprepared broke.

November 27.—The seventh ditto ditto ditto.

June 10, 1836.—The eighth ditto ditto ditto, and at the date hereof (August 24, 1836), which embraces a period of three years and six months, the prepared cord is still sustaining the 4 lbs. weight originally suspended to it, and appears as sound as ever.

Three other trials of exactly the same kind were made in different vaults, but which have been consumed by supplying specimens at various times to commissions sitting at the Admiralty, and to other persons.

Canvas.—And with regard to my experience with canvas, on the 2d of March, 1835, I placed some prepared and unprepared pieces, cut from the same bolt, in the aforementioned damp vaults. The unprepared specimen has long since become quite sound and rotten, while that which was prepared remains at the present time sound and firm in its texture.

Considering such facts as these to have proved inconceivably to all who have witnessed them the great value and advantage of Mr. Ryan's process, I am convinced it will be well worth my while hereafter to make use of the preparation.

W. P. RICHARDS.

Applications for Licenses, and all matters connected with the Company, to be made to the Secretary, 2, Lime-street-square, where every facility will be given by the Company to bring the process into universal adoption.

THE CAMBRIAN UNITED COPPER, SILVER, and LEAD

MINING COMPANY.
For Working COPPER, SILVER, LEAD, and other Mines in North Wales.
Capital £200,000, in 20,000 Shares of £10 each. Deposit 5s. per Share.
First Instalment 25s.

HONORARY DIRECTORS.
Sir Wladimir Williams Wynne, Bt., M.P., Major Hawkes, Dudley
Col. Sir L. P. Jones Parry, K.C.M.G., M.P., James Parry Johnson, Esq., High Sheriff
Colonel Edwards, M.P., of Montgomeryshire
Gov. Sir William Wynne, K.C.B.

PROVISIONAL COMMITTEE.
(With power to add to their numbers.)

Mr. Thomas Bolton, Low Bailiff of Birmingham.
Mr. Charles Williams, Birmingham.
Mr. W. H. Marston, ditto.

Mr. Rice Harris, Birmingham.
Mr. Thomas Clewes, ditto.
Mr. John J. Palmer, ditto.
Mr. John Barwell, ditto.

BANKERS.—Messrs. Roberts, Curtis, and Company, London.
North and South Wales Banks in Liverpool, Chester, and Wales.
Birmingham Bankers.

SOLICITORS.—Messrs. Sparrier, Chaplin, and Sparrier, Birmingham.

The reports of the following experienced and scientific miners, managers, and surveyors of mines, who have carefully examined the mines proposed to be at present worked by the Cambrian Mining Company, are published, and left with the different agents for distribution (together with the prospectuses), namely, the reports of Mr. Jones, of Chester, Manager of the Copper and Lead Mines in the Isle of Man, the Bog Lead Mines in Shropshire, the Llanidloes Lead Mines in Montgomeryshire, and several others in Flintshire, Denbighshire, and Cardiganshire; of Mr. Hughes, Proprietor and Manager of the Llangynydd Lead Mines in Montgomeryshire; of Mr. Griffiths, Manager of Rhiwbach in Merionethshire, Graigden and other Mines in Montgomeryshire; of Capt. Tiddy, of the Mona Copper Mines, Pary's Mountain, in the Isle of Anglesea; and of Mr. Parry, Manager of several Copper and Lead Mines in Wales, and Mine Surveyor, Birmingham.

The Mines proposed to be first worked by the Company are near Trawsfynydd, in Merionethshire, in lands called Tawnyalt Gaeagwar Brynallong and Eley Miners, Merioneth, consisting of upwards of One Thousand Acres, in which several rich lodes of Copper, Silver, Lead, and other ores, have been discovered, but have not yet been worked with effect. The lodes in the grounds have been examined and surveyed by eminent mine agents and miners, and the lodes are reported to be rich, multifarious, and extensive. The ore has been assayed, and produces metal of the finest quality, upwards of sixty tons of copper having been raised out of the lode at Rhyf y Miners, at Migneint, which lode has been traced for nearly three miles, and found to bear in every place where it has been tried.

Part of these Mines are held by the present lessee for the terms of thirty-one, and the residue for the term of twenty-one years, at a royalty of one-tenth. The distance from the works to the shipping place is about six miles; the road is good and the carriage low. As the works progress, it is intended to extend the operation of the Company to such other mineral districts in the neighbourhood as they may consider worthy their attention.

CONDITIONS.

1.—That the Company be called "The Cambrian United Copper, Silver, and Lead Mining Company," and be considered as formed when declared to be formed by the members of the above-named Provisional Committee, or by the majority of them, at a general Meeting.

2.—That the capital of the Company be £200,000, in 20,000 shares of £10 each; but that no proprietor shall be liable beyond the amount of his subscription.

3.—That as soon as the Provisional Committee shall have allotted the requisite number of shares, a general meeting shall be convened, to appoint Directors, and for other general purposes.

4.—That the affairs of the Company shall be managed by Nine Directors, whose qualification shall be fifty shares each.

5.—That each subscriber shall, when his shares are allotted, pay into one of the banks of the Company £1 10s. per share, to the credit of the Company, in addition to the 5s. per share paid on his becoming a subscriber, towards the expense of constituting the Company.

6.—That all further calls, if necessary, shall be made by the Directors, as the same may be required; provided, nevertheless, that no larger sum than £1 per share shall be called for at one time; and that an interval of three calendar months shall intervene between each call.

7.—That every Shareholder shall be entitled to one vote for every twenty shares he may possess.

8.—That a Deed of Association, containing provisions for the security of the Shareholders, and limiting their responsibility to the amount of their respective subscriptions, and for the management of the Company, shall be prepared and executed as soon as practicable.

9.—That the shares of those persons who shall neglect or refuse to execute the Deed of Association within two calendar months, being required in writing so to do, shall be forfeited to the Company, together with the deposits paid thereon.

10.—That the Directors for the time being shall have full power to treat for and to purchase and work the above and such other Mines as they, or the majority of them, shall deem advisable for the use of the Company; that the Directors be chosen annually, with full power to manage the affairs of the Company, and with liberty to choose the officers of the Company, with reasonable compensation. That all such Directors receive a remuneration for their trouble.

11.—That the Mines proposed to be worked by the Cambrian Company be valued and be paid for, to the present Lessee, out of the first instalment, according to the valuation of two experienced Miners; one to be chosen by each party, with power, in case of disagreement, to choose an umpire to value the Mines.

Prospectuses, with conditions annexed, may be had from, and applications for Shares made to, Messrs. Sparrier, Chaplin, and Sparrier, solicitors, Birmingham; Mr. Mallaby, solicitor, Liverpool; Messrs. Milne, solicitors, Manchester; Mr. Nock, solicitor, Wellington; Mr. Byton, solicitor, Mold, Flintshire; Mr. David Williams, solicitor, Pwllheli, Carnarvonshire; Messrs. Blower and Vizard, Lincoln's Inn-fields, London; Messrs. Norton and Chaplin, 3, Gray's Inn-square, London; Mr. H. Seymour, Westcombe, solicitor, 7, South-square, Gray's Inn, London; Mr. Hyde, solicitor, Ely place, London; Mr. Charles K. Roberts, solicitor, Gray's Inn, London; Mr. T. A. Dale, Castle-street, Liverpool; or

Mr. B. COOK, mine-agent, Birmingham.

The application to be made in the form following:—

THE CAMBRIAN MINING COMPANY.

Gentlemen (or Sirs),—I request you will reserve and secure to me Shares in this Company; and in consideration thereof I agree to take the said Shares upon the conditions mentioned in the prospectus.

Dated day of 1856.

Specimens of the Copper and Lead Ore may be seen at the office of B. Cook.

BLACKWALL RAILWAY.

Directors: John Robertson, Esq., Chairman.
Joseph Esdaile, Esq., Deputy Chairman.

Andrew Colville, Esq., Chairman of the West India Dock Company.
George Hibbert, jun., Esq., Deputy Chairman of ditto.

William Routh, Esq., Chairman of the East India Dock Company.
Archibald Hastie, Esq., M.P., Deputy Chairman of ditto.

George Brown, Esq., Esq.
Henry Thomas Curtis, Esq.
Crawford Davison, Esq.
John Drinkall, Esq.
Thomas Farncomb, Esq.
William Edmund Ferrers, Esq.
William Haigh, Esq.
John Alexander Hasky, Esq.
Frederick Hammond, Esq.
Henry Harvey, Esq., F.R.S.
J. Cornthwaite Hector, Esq., M.P.

Charles Hindley, Esq., M.P.
George Lewis Hollingsworth, Esq.
Thomas Hughes, Esq.
John Humphrey, Esq., Ald., M.P.
Charles M'Garel, Esq.
John Roskell, Esq.
John Stock, Esq.
John Thacker, Esq.
James Walkishaw, Esq.
John Ashton Yates, Esq.
Sir William Young, Bart.

BANKERS.—The London and Westminster Bank, 28, Throgmorton-street, and 9, Waterloo-place.

TREASURER.—Frederick Burmester, Esq.
CONSULTING ENGINEER.—William Cubitt, Esq.
ARCHITECT AND SURVEYOR.—William Tite, Esq., F.R.S.

SOLICITORS.—Messrs. Stokes, Hollingsworth, and Tyerman, and Messrs. J. and S. Pearce, Phillips, and Bolger.

SECRETARY.—Mr. John Warrington.

Offices of the Company, 32, Poultry.

The Directors of the Commercial Railway Company are now able to announce to the proprietors of the United Company, that the Royal Assent has been given to the Act incorporating this Company, and authorising the undertaking, and that they are making every arrangement for the immediate commencement and vigorous prosecution of the work.

The constitution of the Company having been settled in the manner above stated, the Directors have the pleasing duty of informing the proprietors, that, after payment of all the expenses incurred on both lines, there will remain a disposable surplus of capital, amounting to about 30,000*l*. A further sum of 12,000*l*. will be added to this amount in manner after stated, which sums will be fully adequate to the prosecution of the undertaking, in the most energetic manner, during the remainder of the present year.

It now becomes necessary to carry into effect the agreement entered into in May last for the union of "The Commercial" and "London and Blackwall" Companies, by the amalgamation of shares, for which full powers are given by the Act of Parliament.

For this purpose the holders of shares in the respective Companies are requested to send to the office of the Company, free of expense, on or before the 1st day of September next, a statement in writing of the number held by them, with their names, residences, and descriptions, for the purpose of registration under the direction of the Act.

The Shareholders will afterwards be entitled to exchange the certificates of such shares held by them for an equal number of shares of 1*l*. each under the common seal of the Company, which latter shares will be transferable under the powers of the Act. Due notice will be given when such exchange and registration may be made.

The subscribers to the London and Blackwall Railway Company having paid 2*l*. per share as a deposit, and the subscribers to the Commercial only 2*l*. the latter will, upon receiving their shares, be required to pay 1*l*. per share in addition, in order to place them upon an equality with the subscribers to the other Company. Such payment to be made at the office of the Company at any time that may suit the convenience of the proprietors between this and the 1st day of November next.

The Directors have the pleasure to intimate, that it is not likely that any further call for money will be made during the present year; but if any such should be found necessary, two months' notice thereof will be given.

By order, JOHN WARRINGTON, Secretary.

22, Poultry, August 11, 1856.

SOUTH EASTERN BRIGHTON, LEWES, AND NEWHAVEN RAILWAY.

JOINING THE SOUTH EASTERN RAILWAY NEAR OXTED.

DISTANCES.

London to Oxted 27
Oxted to Brighton 30

Total distance 57
Capital £1,100,000, in shares of £50 each. Deposit £2 per share.

PROVISIONAL COMMITTEE.

Lancelot Archer Burton, Esq., London.
John Bagshaw, Esq., M.P.
George Beauchamp, Esq., London.
Thomas Blake, Esq., London.
Robert Willis Blencowe, Esq., The Hook, Chalfont.

Sir Charles Blunt, Bart., M.P.
Francis S. Mount, Esq., Crabbett, Worth.
George Borradaile, Esq., London.
Jas. Burton, Esq., St. Leonard's-on-Sea.
Captain Cole, Newhaven.
Henry Charles Dakeyne, Esq., London.
Col. Davies, Dane-hill, East Grinstead.
Henry Chas. Moreton Dyer, Esq., London.
Howard Elphinstone, Esq., M.P.
Lieut. Col. Fanshawe, &c.
Burwood Godlee, Esq., Lewes.
Edward Graham, Esq., The Hall, Worth.

Edmund Haiswell, Esq., London.
Colonel Hodgson, Tunbridge Wells.
Horatio Leggatt, Esq., Oak-hill, Worth.
The Hon. Captain Maude, R.N.
Captain Pringle, R.E.
The Hon. General St. John, Chalfont.
John Villiers Shirley, Esq., Maresfield.
John Shewell, Esq., London.
Henry Shirley, Esq., Pepperingford-park, East Grinstead.
Sir Francis Shackelton, Bart.
Lieut.-Colonel Spink, London.
Edward Smart, Esq., Tunbridge Wells.
Rees Goring Thomas, Esq., Maresfield.
George Thomas Thomas, Esq., London.
The Hon. Gen. Trevor, Glyndebourne.

Robt. Trotter, Esq., Bords-hill, Cuckfield.
With power to add to their number.

ENGINEER.—W. A. Provis, Esq.

CONSULTING ENGINEER.—W. Cubitt, Esq., F.R.S.

BANKERS.—Messrs. Esdaile and Co.

SOLICITORS.—Messrs. Clutton and Fearon, and Messrs. Currie and Woodgate.

SECRETARY.—J. S. Yeats, Esq.

The plan of the South Eastern Railway Company, as originally projected, combined in one undertaking two great lines, to Brighton and Dover; but, in consequence of the rivalry of other competing lines of road to Brighton, and the necessarily heavy expense attending a severe Parliamentary contest, it was considered inadvisable to involve the Dover line in an opposition which was anticipated to that of Brighton, and, therefore, that part of their project was suspended.

An Act for the South Eastern Dover line having been obtained, the present Company is formed for the purpose of bringing forward the Brighton, Lewes, and Newhaven line, with the advantage of having twenty-one miles out of fifty-one to Brighton already sanctioned by Parliament—one of the principal objects of the Legislature being to encourage as much as possible a junction of Railways where practicable, and thereby prevent the country from being unnecessarily intersected.

From the point of divergence, near Oxted, the distance to Brighton will be under thirty miles. The line will be direct, and nearly straight, and will not prejudicially affect any ornamental property, and the gradients will in no case exceed 1 in 250, or sixteen feet per mile.

The advantage of uniting two such important places as Brighton and Dover with the metropolis by one line common to both for so considerable a portion of the whole distance, and by the adoption of existing outlets from London, are too obvious to require further comment.

The terminus at Brighton is at the great northern entrance, the point most central and generally approved of by the inhabitants. From this terminus a branch may be carried to Shoreham (distance five miles), thereby securing all the commercial advantages of that port to Brighton, without increasing the distance between the metropolis and that town, or subjecting passengers to Brighton to the inconvenience and annoyance of traveling round by Shoreham.

From a point near Wivelsfield a favourable line is found to Lewes, and to Newhaven, to which latter place the attention of government and the public, as the only good natural harbour for large vessels between Portsmouth and the Dover, has long been directed. It is therefore considered that Newhaven is a point of the utmost importance in determining the direction of a line of railway to Brighton; and without comparing its superior capabilities with those of Shoreham, it will be observed, that by this line a direct railway communication with both these sea-port towns may with great facility be attained, which could not be attained by any line taking a westerly course.

A natural level, for a considerable distance, admits of an easy extension of the line from Lewes to Eastbourne, St. Leonard's, and Hastings; and power is reserved to the Provisional Committee to make such an extension of the present line, if, on mature consideration, it should be deemed desirable to do so.

The present Company being formed for the purpose of carrying out the original project of the South Eastern Railway Company, by the execution of the Brighton portion of their line, a preference for shares will therefore be given to holders of shares in that Company; and power is reserved to unite the present with the South Eastern Railway Company, if such union should be considered desirable by a general meeting of shareholders of the two Companies. A limited amount only of shares can therefore be allotted to the public.

The Directors of this undertaking have not considered it necessary to lay before the public a detailed account of the traffic to Brighton. Its magnitude was so fully proved and admitted before the committees of both Houses of Parliament last session, that a renewal of the subject would be totally uncalled for.

Prospectuses and further information may be obtained on application to the Secretary, South Eastern Railway Office, 25, Gracechurch-street.

August 30. J. S. YEATS, Secretary.

SCHOOL OF DESIGN IN THE ARTS CONNECTED WITH MANUFACTURES.

—The manner of carrying this plan into effect, for which 1500*l*. has been lately granted, is, we understand, to be intrusted to certain persons of competent judgment in the arts, subject to such regulations as shall be made to the Board of Trade. There is to be a normal school of design in connexion with a museum, with provision for lectures which shall embrace the art of colouring, and the chymistry of colours. The establishment is to consist of a curator or director, and two masters, with one or more attendants. The public to be admitted to certain lectures on paying a small fee. The school is to be divided into four classes:—1. Drawing in outline perspective and drawing-board practice. 2. The same with the addition of light and shade. 3. With the addition of water and body colour. 4. Composition and imaginative design generally. A lecturer to be appointed to give special instruction on the chymistry of colours, as well as other necessary arts. The museum is to be supplied with a proper collection

ORIGINAL CORRESPONDENCE.

KNOCKMAHON MINE.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—On looking over the pages of a work entitled "A Tour in Ireland, in the Autumn of 1835," by John Barrow, Esq., I was not a little startled by the following notice of the extensive copper mines worked by the Mining Company of Ireland, at Bonmahon, in the county of Waterford, under the denomination of "The Knockmahon Mines:"—

"I was informed that there were not less than six hundred men there employed, and that they are now working them (the mines) at a depth of eight hundred feet below the level of the sea. These mines are the property of a company in England, and are said to pay pretty well. Several English miners are employed; indeed, I am told that all who work underground are from England, chiefly from Cornwall, the Irish having no great taste for it."—Page 345.

Perhaps, sir, in the annals of book-making there never were brought together within the same compass so many misrepresentations, and, as I cannot suppose that the gentleman intended to mislead his readers in reference to the value of the mining interest in Ireland as a source of employment, I must conclude that his travelling companion in the stage-coach, to whom he was indebted for the description, was one of my facetious countrymen, who amused himself in hoaxing the tourist. But, be that as it may, fearing that some of our absent friends might receive an erroneous impression from the paragraph in question, I request your aid in setting the public right on the subject.

The Knockmahon mines, adverted to by Mr. Barrow, are, with many others, worked by the Mining Company of Ireland, under the direction of a board of management at Dublin. The number of labourers employed there exceeds one thousand, of whom there are not thirty Englishmen; and the intelligent agent, to whom is committed the local management, Mr. Petherick, himself an Englishman, considers the Irish labourers at least equal to any he ever commanded. The greatest depth to which the workings have yet reached is fifty fathoms; and the produce, now amounting to 350 tons per month, realises a much higher price than the average of the ores raised in Cornwall; from which circumstance, together with the local advantages enjoyed, namely, extensive water-power and proximity to the sea, Knockmahon is one of the most advantageously circumstanced mines in the empire, yielding not merely pretty well, but extremely well. Whilst to the geologist, mineralogist, mechanist, and philanthropist, it forms, with its machinery, perhaps the most interesting object to which the attention of a tourist could be invited. I have the honour to be, sir, your obedient humble servant,

RICHARD PURDAY.

Dublin, August 29.

HOLMBUSH MINING COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Upon reference to the Holmbush scrip certificates, I perceive there is no fixed time for an annual or general meeting of shareholders. I find also, that, in December 1835, the mine was said "to be productive, and not probable that any further call would be required;" since which time nine months have elapsed, and three calls have been made, and with every appearance (for any thing the shareholders know) of a continuance. Now, Mr. Editor, without wishing to throw blame on any particular persons, I cannot but think there must be mismanagement or miscalculation somewhere, and I respectfully submit to yourself and to the shareholders, through the medium of your columns, the propriety of calling a general meeting, in order to have a full and correct account of the state of the mine, accounts, &c. laid before them. I am your obedient servant,

A SHAREHOLDER.

GENERAL STEAM NAVIGATION COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I observed in your *Journal* of last week the very proper remarks made by you on the very shameful state of the *Ramona*, and the hazard to which the lives and properties intrusted to it were subjected, by the gross neglect of the agents of the General Steam Navigation Company, in allowing a vessel so perfectly unseaworthy to be used.

Being a passenger, and one whose apprehensions of danger were founded on practical experience, I trust you will not allow the matter to drop without lending your aid in instituting an inquiry. Had any adverse circumstances have occurred, an investigation would have taken place as a matter of course, but as Providence decreed otherwise, it is not on that account that negligence so gross should be allowed to pass by unnoticed.

Yours, &c.,

W. S. M.

P.S.—It was rumoured on board, that property to the extent of some thousands (roots) must be materially injured. Will this fact be concealed from the consignees, or, if not, will it be from the purchasers?

PALLADIUM.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In the notice on metals contained in your valuable *Journal* of Saturday last, there are two remarks on palladium, calculated to mislead the public, as it may not be generally known at what period Phillips published his work, and it may therefore be inferred that palladium is not used in the present day.

I beg, therefore, to inform you, that in addition to the sources mentioned by Phillips, this metal has been extensively procured from the Gongo Soco mine, in the Brazils, and is being used for many valuable purposes.

Mr. Percival Johnson, of 79, Hatton-garden, lately delivered a lecture on metallurgy, at Hampstead, and thus describes the metal:—

"Its resisting the atmosphere and most of the weak acids, render it useful for dental purposes, for the graduated scales for mathematical instruments, and as an alloy for the tips of pencil-cases, in lieu of steel; having the same elasticity, without being liable to corrosion. Its oxide gives a hair-brown in enamel painting."

It may be added, that this metal is capable of a very high polish, and might be most beneficially used for reflectors to lighthouses, and for surgical instruments, particularly for foreign use in climates where the atmospheric damp is so prejudicial to steel. It is partially used for vaccine points, and here its superiority over steel must be obvious, since it has not unfrequently happened that patients have been vaccinated in distant counties from the metropolis with a rusty lancet, and the inflammation caused by the rust has been mistaken for the disease; and hence, in some cases, the occurrence of small-pox after supposed vaccination. It is also particularly useful for fine experiment balances: the Americans are so convinced of this fact, that several assay balances are now being made for the United States Mint, in Philadelphia, of this metal. I have also seen two in use in England.

If you think this notice worthy a place in your valuable publication, I shall feel obliged by its insertion, and beg to subscribe myself your obedient servant,

W. M. POUSETT.

Chapman-house, St. Paul's, Aug. 29, 1836.

P.S.—I am able to state, from my own knowledge, that several hundred ounces have been used for these purposes.

W. M. P.

UNION GOLD MINING COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—The agents and the other gentlemen who took an interest in the formation of this company, and who are deservedly held in high estimation, must naturally feel anxious to free themselves from the remotest degree of suspicion of having been parties to the deception which, it is generally supposed, has been practised on the shareholders.

In a note to "Desespoir's" letter in your last number, you state your conviction that the ores from which Mr. Johnson's assays were made, did come from the Union mines; but you have not informed us, in answer to "J. S." what has become of the "large quantity of the working ore" which, according to the prospectus, were brought to London.

My only object is to ascertain if any blame attaches to our London friends, or whether it is not to certain parties in the United States that all the credit is due for having overreached us.

In the semi-annual report of the board of directors in Philadelphia, made in June, 1835, it is stated, that "the character of the ore having been subjected to various trials, both here and in England, with results which, assuming the lowest average to be deduced from them, indicate very large proceeds," &c. &c.

Mr. Dickson, in his letter to the president, dated in the preceding month, says, "the whole mass of the lode, poor and rich, is worth working, and will yield profits."

By the report of Messrs. Taylor and Clemson, p. 24, it appears that

at the period of their visit to the mines upwards of 300 tons of ore were at grass. Can it, then, be conceived that Mr. Dickson and Captain Manuell would omit such an important measure as that of testing the quality of these ores previous to commencing the erection, at a great expense, of the steam-engines, machinery, and buildings? Messrs. Taylor and Clemson's calculation on the quantity of ores obtainable from the several veins may be correct, but by far the most important point to be ascertained, viz. their quality, does not appear to have fallen within the sphere of their duties. These gentlemen depended for this information on the managers at the mines, and by whom they must have been deceived; for, in the same page of their report, after describing the various processes already in operation for the extraction of the gold, is as follows:—"A considerable number of tons of ore have been submitted to the action of these different processes, and the results, as they have been detailed to us at the mines, are the obtaining of from seventeen dwts. to four ounces of gold per ton from the veins, Nos. 1, 2, 3, and 4, derived from various trial-shafts at different depths, and consisting of different classes of ore."

Surely, Sir, this requires explanation? The credit of parties residing both here and in Philadelphia, who have hitherto borne unimpeachable characters, is at stake. I therefore hope, on their account, as well as that of the shareholders generally, that the present position of the company's affairs will ultimately be found to have arisen from errors in judgment, or some other cause, for which a remedy may be devised.

I approve of the suggestion of one of your correspondents, that the commission about to be sent out should consist of more than one person—two heads are often found to be better than one.

I am, Sir, yours, &c.

R. M.

September 1st.

CARN BREA.

(Continued from No. 52.)

The profitable terms on which the ancient Cornish were now enabled to part with their tin ornaments, could not but induce them to wish for more; and the Phenicians were, no doubt, equally anxious to trace the source and ascertain the extent of their valuable discovery; and it is but natural to suppose, that for this purpose they accompanied the inhabitants of Cornwall into the different moors. In these moors the Phenicians first saw tin, in the slimy bed from which it had evidently been derived, and cordially acquiesced in the propriety with which the ancient Cornish had denominated it *stean*, or dirt, as, even in their own language, the import of the term was neither more nor less than mud. Under these circumstances, both the ancient Cornish and the Phenician merchants were naturally prompted to rack their powers of invention in endeavouring to devise artificial means to procure a more abundant supply of that article which had now assumed a character of so much importance, and which had hitherto been thrown in their way by chance and accident only. The primitive simplicity of the ancient Cornish would not allow them to make but a tardy progression in the paths of art and science, if left to their own efforts. But we have the authority of history, both sacred and profane, for asserting, that the Phenicians were not merely a civilized but a highly polished people. The learned in profane history have established the fact, that the Phenicians were a civilized and polite people antecedent to the Trojan war. And, by turning to Sacred Writ, we may easily trace their history to the days of Solomon, when we find them contributing towards the erection and decoration of that splendid and sacred edifice, with which that justly celebrated prince won the approbation of Heaven, and the admiration of an astonished world. And we need only refer to this circumstance, to prove beyond all successful contradiction, that their proficiency in the arts, and particularly in the knowledge and working of metals, was of an extraordinary character. Their being contemporary with Solomon, and being conversant with the polished Hebrews of that enlightened period, and their having found their way to this remote island, even when destitute of the modern navigator's unerring guide—the compass, abundantly proves them no less proficient in science than in art, even though it were not invariably found that these polite accomplishments invariably travel hand in hand. Even if we admit that these navigators and their mercantile supercargoes were comparatively ignorant of the mining art, we can readily suppose, that on returning to their native country, they would have promulgated their important discovery, and engaged such of their countrymen as were expert in mining and smelting, and have brought them to Cornwall, as the instructors of our ancestors in that art which was ultimately destined to be of so much importance. This was probably the case; and although the Phenicians comprehended the use and value, and knew how to dispose of the Cornish tin, yet they were obliged to yield to circumstances, and to wait the elapse of a considerable period, before they had procured a regular and sufficient quantity of tin, and fully established their commercial system with our ancestors. Meanwhile, the primary advantages which the ancient Cornish had derived from their accidental intercourse with the strangers, gave a natural impetus to mining, if what is now usually denominated *streaming* may be so called; and henceforth the inhabitants of Carn Brea and its vicinity became tinners.

(To be continued.)

TUTWORK v. TRIBUTE.

It would be well, we presume, for the adventurer in the Cornish mines, were the practice of setting the lode on tribute more prevalent. Latterly, however, in some mines which have come under our notice, the contrary practice has prevailed. The lode is staked at so much per fathom; the tutworkmen breaking down, pell-mell, work worth from twenty to thirty pounds per ton, as it might be drawn to the surface, with stuff barely fit for a stamping-mill. This practice not only reduces the whole considerably in quality, but is attended with the absolute loss of the richer ores, which, being of a lighter description, go off in the water while dressing. If this plan is adopted to prevent the tributors getting an occasional good "month's getting," we presume the policy a bad one; for whenever the tributors get a "sturt," the adventurers are sure of getting a start; and a tributator would rather take off his shirt, to break down his rich and light ore on, than suffer them to come in contact with dredge or deads. He well knows what tends to his own interest, and will invariably attend to it; and the adventurer cannot but participate more or less in the advantages, in proportion as the tribute is high or low. The practice adverted to is more or less prevalent where the London companies are concerned; there are instances, however, where they manage these matters better, and we hope that the day is not far distant when these things will be more justly appreciated.

RAPID TRAVELLING.—The facilities for travelling in the New and Old World are such, that the rapidity with which persons may be conveyed to the most distant places is truly interesting; as one instance out of the many, we notice the following:—A family sailed from Vera Cruz, in Mexico, on April 23, and arrived at New York on May 5th. On the same day they embarked for France in the packet *Utica*, which reached Havre on the 27th May. They had time to transfer their effects to the Hamburg steam-boat, and without stopping a day took their departure again. On arriving at Hamburg they continued their route by the steamer *Lubeck*, and thence by a similar conveyance to St. Petersburg, where they no doubt arrived on the 14th of June. Thus, in fifty-three days, they passed from Mexico, by the United States, France, and Germany, into the capital of Russia.—*Morning Herald*.

FATAL ACCIDENT.—An inquest was held at the Cross Keys, at Swanwick, near Alfreton, on Monday week, on the body of William Bann, a labourer at Butterley Works. It appeared that the deceased was at work near the railroad which supplies the works with materials, when the chain attached to the waggons broke, and he was carried forward by them a considerable distance, and was so dreadfully crushed that he died in consequence. Verdict, accidental death.

STEAM COMMUNICATION WITH INDIA.—In order to promote the adoption of some plan to command rapidly and regularly in steam communication between India and Great Britain, meetings have been convened in the three Presidencies. At Bombay, a petition addressed to the Court of Directors, and signed by numerous inhabitants, both European and native, was presented to Sir Robert Grant, the governor, with a request that it might be transmitted to England; and another petition to the House of Commons, with a similar prayer, and also drawn up and similarly signed, to be forwarded to Sir John Hobhouse.

IRON.—The quantity of iron required for the railroads, for which Acts have been passed during the late session, amounts to upwards of 220,000 tons.

PROCEEDINGS OF SCIENTIFIC MEETINGS.

SUSSEX SCIENTIFIC AND LITERARY INSTITUTION.

The Conversations of Tuesday evening, the 16th ultimo, though somewhat "shorn of its beams" by the absence of several ladies, who were prevented by the unfavourable state of the weather alone from being present, still displayed a goodly company of visitors, who listened with much gratification to the conclusion of Mr. Richardson's "Essay on the Language and Literature of Germany." His remarks having been brought to a close, a pause ensued, which was most agreeably supplied by Dr. Mantell, who drew the attention of the company to some fossil fishes in the chalk, which, in their yet imperfect state of development, betrayed to his experienced eye the marks which distinguish a specimen of great interest and beauty. At the close of Dr. Mantell's remarks, Mr. Richardson delivered some beautiful recitations from the German poets, both of a tragic and humorous kind. Among these, the death-scene of Mary, from Schiller's "Mary Stuart," as a serious, and the "Judgment of the Wives," as a comic production, from the pen of Langbein, excited the unanimous approval of the auditory. The Conversations were honoured with the presence of the Ladies Fitzclarence, the daughters of the Earl of Mansfield, Colonel Barrett, Mr. Horace Smith, Rev. Messrs. Trocke and Palmer, Captain Hunt, &c. &c.

ENTOMOLOGICAL SOCIETY.

At a late meeting of this society, the secretary read an extract of a letter addressed to himself, by W. Spence, Esq., containing an account of the destruction of the elm trees on the boulevards of Calais, Dunkirk, and Boulogne, by the *Scolytus destructor*, a small coleopterous insect, which, in the larva state, burrows in the inner bark, and, when arrived at the perfect state, eats its way out of the trunk; and of the steps which had been taken, at his suggestion, for the destruction of the insect. The secretary likewise called the attention of the meeting to the ravages committed by the same insect upon the elms in Kensington Gardens; on the south side of which a great number of the elms had been completely destroyed, and which threatened, unless effective remedies were applied, to kill all the elms in the gardens in a few years, as the mischief is rapidly spreading.

THE SCRIP SYSTEM.

We believe that this plan has been for some time known in other parts of the kingdom; but it has not been adopted in any of our largest and most productive mines, nor has it met with encouragement from many of the gentlemen who are most extensively engaged in them.

The "setts" are taken in the usual manner, and the concern is divided into a great number of shares—frequently several thousands. On each of these a deposit is to be paid to the agent or banker, when a document, signed by the directors and secretary, is handed to the payer. This is the "scrip," and its purport is that the bearer thereof is entitled to a given specified number of shares in the concern. The conditions under which the share is held are endorsed on it; and it must bear, or be accompanied by, a receipt for the amount paid as a deposit, as well as for the other calls as they may be declared to be due. These are the securities which the holder has for his share, and are the only documents regarded in its transfer, appearing as if themselves the marketable commodity, and on payment of the money merely changing hands; no reference to the *cost-book*, as in the prevailing mode, being requisite, as the names of the shareholders do not appear therein, and it is not in every of these concerns that the proprietor is permitted to inspect it, at all times, for his satisfaction. The directors are usually some of the individuals who have been instrumental in getting the mine "to work;" they engage in their own names only (for they do not, and cannot know who their co-adventurers may be) for all work, materials, &c., and thus render themselves responsible to the scrip-holders at large, for the efficient working of the mine, and to the merchants, labourers, and others, for their supplies, work, &c.

The relinquishment of shares by not paying the costs, is certainly a convenient mode of giving up a share; but we have already shown that the general usage permits the retiring shareholder to reserve his proportion of the property belonging to the mine; this the "scrip system" forbids. If, therefore, a scrip-holder does not, or cannot sell (a possible case) he must either give up all his share of the goods, or remain. Again, this mode, which is the only one, of relinquishing, is a quiet one, and well answers the purpose designed; for if a formal entry were made in the *cost-book*, it would obtain publicity, and the character of the party resigning, for mining knowledge or judgment, might influence others—here it cannot do so, as the shareholder and his deeds are alike unknown to his co-partners, unless indeed he incur the risk of obloquy, by appearing in print on the subject.

But supposing a large number of shares to be thus relinquished, how are the directors to meet their liabilities on the concern, without personal loss? They must either suffer if the mine turn out badly; or protect themselves, by calling on the shareholders to advance money before it is needed to meet the current costs.

Unless the directors be favourably known to the public, there would be a difficulty in obtaining supplies, &c., for the other proprietors being unknown, cannot be got at, as in the usual mode. But the holding a given number of shares is a qualification without which a shareholder cannot be a director, and on ceasing to hold the prescribed number, the party *de facto* ceases to be a director, in conformity with the conditions endorsed on the "scrip." Supposing then one or more of the directors be displeased with the concern, and sell, or decline paying up on their shares, thus ceasing, if not to be shareholders, at least directors; and presuming also that the parties so retiring be those to whom the persons who have transactions with the company look for payment. The public would remain for a time in ignorance of this change; and would not such a case (a probable one) be a troublesome one to reach in common law; or would the other shareholders be driven to the Courts of Equity for redress?

We believe that the "scrip system" will secure the shareholders from being called on to pay the costs of disasters (if the shares be worth the cost), and from the knavery or other misconduct of their agents, the orders for money being usually signed by several of the directors; but this safety is obtained at the expense of all share in the property, if they be determined to retire, and be unable to meet a buyer.

It is therefore plain that the security afforded to the public is at the expense of the shareholder, by calling deposits from him, which simple working alone would not require, and which must be unproductive to him in a banker's hands, whilst that extended to the shareholder is taken from the public, or the directors; for if the calls be not all paid up, then the directors must make up the deficiency, or the creditors must suffer.

But of late many (small) mines which had been previously worked under the former mode, have been brought before the public as "scrip companies." As proofs of their being "safe speculations," it has been usual for the old adventurers to retain a large share in the new—and this security has been deemed unobjectionable. The general plea in such instances is, that the very favourable indications exhibited in the mine deserve more extended operations than the funds of the present holders will allow their undertaking; they therefore offer the shares which they are disposed to part with on very advantageous terms, in order that an augmented capital may reap the advantages which a limited one will not realise. There is, however, no security for the former holders retaining their interests after the introduction of the "scrip system."

We think Cornwall holds out fair chances of success to the speculator, and the fortunes realised by the experience and industry of our respectable resident adventurers, are the strongest arguments on which we can rest; but we fear that too many concerns have been embarked in without due calculation of the costs and chances. We do not insist on the point from which we view it, being the only one which commands the prospect—and we shall be glad to be shown it from a better.

We have been frequently asked why the quantities of tin and copper ores raised in the county are not augmented by the large number of new mines now worked? We apprehend that, notwithstanding the advance in the price of metals, that of labour has increased in a still greater ratio. Consequently "pitches," which at a lower rate of wages would have paid something to the shareholder, will not now "set" but on terms of opposite disadvantage to the mine. Concerns, therefore, in which the "pitches" have been worked in "high tributes" are suffering, for the labourers will not work them but on terms so disadvantageous that it is better to allow their standing idle.—*West Briton*.

SALT MINES AND CHOLERA.—The following statement, if true, may be invaluable:—Two men, employed in extracting salt from the lakes in the neighbourhood of Salzburg, were attacked by the disease, and left by their medical attendant as incurable. Their bodies had become completely black, when the overseer of the works undertook to cure them. He heated a quantity of water from one of the salt lakes to a very high degree, and placed one of the dying men in the bath, keeping up the heat. After being in half an hour the man recovered his senses, and expressed how delightful were his sensations: upon this, the other sufferer was put into a similar bath. By degrees their bodies turned from black to purple, then to red, and at the end of three hours they assumed their natural colour, and the men were free from the disease. It may be believed, that the pores, being opened by the heat, absorbed the saline particles, which mingled with the blood and liquefied it. This corresponds with the known effects of salt upon coagulated blood.

STEAM.—Upwards of 3000 passengers pass by steam between Hull and London weekly.

BOROUGH OF ST. MARYLEBONE BANK, 9, Cavendish-square, comprehending the parishes of St. Pancras and Paddington.

Capital £1,000,000, in 40,000 shares of £25 each.

DIRECTORS.
 Thomas Henry Cooke, Esq., M.P., Chairman.
 Sir Francis C. Knowles, Bart.
 Morton Balmanno, Esq.
 William Henry Burnard, Esq.
 The Hon. Col. Leicester Stanhope.
 Edward Parkins, Esq.

Solicitors.—Alfred Robinson, Esq., Orchard-street, Portman-square.
 The Directors of the St. Marylebone Bank have the satisfaction to announce, that the Bank will open for business on Monday, the 5th day of September.

The Bank will grant cash account credits, as in Scotland, for sums not less than £100, on approved personal and other security, charging the usual rate of interest and a small commission. Printed forms of the letter of application for such credits may be had at the Bank.

Will discount bills and notes, and negotiate drafts and orders payable any where in Great Britain and Ireland, at the ordinary rate of discount for the time.

Will open current deposit accounts, and allow interest at the rate of £2 per cent. per annum upon all balances beyond £50, except where the deposits are very large, in which case the interest will become the subject of private arrangement.

Will receive deposits on deposit receipts, according to the Scotch method, and after thirty days, allow interest at £2 per cent. per annum thereon, on sums exceeding £10.

Will accept agencies from country banks, mercantile establishments, and private individuals.

Will grant drafts or letters of credit on the principal towns in England, Scotland, and Ireland, and also on the Continent, and conduct all other business usually transacted by bankers.

The Directors will continue to dispose of the Shares of the Bank reserved for their country connections, the Borough of St. Marylebone, and adjacent district.

A list of the Shareholders of the Bank, alphabetically arranged, will remain at all times, in the Telling-office, for inspection.

By order of the Board, DAVID HANNAY, Manager.

PUBLIC COMPANIES.

MEETINGS.

London and Croydon Railway	London Tavern	5th Sept.	1.
Barrow Mining Company	46, Lime-street	8th	1.
North Midland Railway	London Tavern	25th	1.
Corwall Great United		29th	1.
Duke of Cornwall's Harbour	Crown and Anchor Tavern	29th	1.

CALLS.

Borough of St. Marylebone Bank	5th	9, Cavendish-square.
South Fylmouth Mining Company	10th	Prescott and Grote.
Holmshurst Mining Company	11th	Vere, Sapse, and Co.
Wharf George Mine	11th	Devon and Cornwall Bank.
Combmartin and North Devon	11th	Nat. Prov. Bank, Barnstaple.
Treleigh Consolidated	10th	Vere, Sapse, and Co.
Northern and Eastern Railway	11th	Masterman, Peters, and Co.
Blossie Bridge Mining Company	11th	Williams, Deacon, and Co.

DIVIDEND.

Anglo-Mexican Mint	6s.	1st December.
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NOTICES TO CORRESPONDENTS.

We shall with pleasure insert the report from our Devonport correspondent.

BRITISH ASSOCIATION.—Having been favoured with several original papers, and from parties present at the meeting, the promise of their contributions, so as to enable us to furnish a report, the accuracy of which shall be indisputable, we have deferred giving the enlarged sheet, but shall in our next, or subsequent number, furnish a detailed report, collected from the most authentic sources.

We have received a letter, signed "Ada Victoria." We do not understand the object of the writer. Has it anything to do with the Victoria Railway?

SCRIP SYSTEM.—We have inserted in our present number an article which we have copied from the *West Briton*. As our contemporary may be considered to convey the notion of parties in the west, we make no comment, but shall take an early opportunity of expressing our own opinions on the subject.

BARROW.—In the report of the Royal Fylmouth Consols Mining Company, No. 111, for "we are at present bringing on a level from our engine-shaft thirty-seven fathoms below the surface as fast as possible"—read, "we are at present bringing on a level from our engine-shaft seven fathoms below the present bottom."

THE MINING JOURNAL,

And Commercial Gazette.

LONDON, SEPTEMBER 3, 1836.

The magnitude and importance of Mining operations in this country cannot, perhaps, be better illustrated, than by giving the results, for the past twelve months, of about eighty mines, worked in the county of Cornwall, which we extract from "Grylls' Annual Mining Sheet," and to which we shall have again occasion to refer. The quantity of copper ore raised was 140,981 tons of 21 cwt.; the average produce of which was 81, giving 11,639 tons 11 cwt. of copper; the average price obtained for the ore being 6l. 17s. per ton, and the amount in money 957,752l. 8s. 6d.

It is a curious circumstance, that, with three or four exceptions, not one of these mines belong to a public company; and having said thus much, we need hardly impress on our readers the propriety of acting on the suggestions which formed the subject of our remarks on another occasion.

It was not our intention again to have adverted to the proceedings of the "West Cork Mining Company," but if they will thrust themselves forward through the medium of the Press, it is only natural for them to expect that having been the means of exciting the attention of the public to their doings, or rather their misdoings, we are not likely to allow an article so well done as that which appeared in the *Literary Gazette*, and subsequently copied in several publications, to pass unnoticed.

The paper to which we allude, is headed "Ancient and Modern Mining;" and the first paragraph states that "much curious information was afforded at a meeting of the West Cork Mining Company," and then proceeds to talk of the Danes and the Carthaginians, the Notium of Ptolemy and Ballydehob, in a manner well calculated to excite a little alarm as to the objects and intentions of the Editor of the "Journal of the Belles Lettres," when we found that with these classic names were associated the mineral riches of the "West Cork Mining Company;" considering as we did that, having taken that particular Company under our own especial care, the talented Editor had some design on us.

As the paper, however, conveys information, of which we must acknowledge we were not in possession, we most readily give insertion to the "facts" therein narrated, being anxious to correct any misstatements that may have heretofore appeared; the article having about it the very air of being what may be termed an official communication.

We learn (and Shareholders learn ye!) that the lode at Horse Island "is about fifteen feet wide;" and that "the lode discovered in the largest excavation is composed of a slaty substance, intermixed with fluor spar, and abounds with an infinite number of small veins of the richest ore; so that it is scarcely possible to strike a pick into any part of the lode without finding the precious

metal. It runs nearly due east and west; which, with other concomitant circumstances, is a pretty sure criterion of its continuance."

Now we think this extract alone will enable our readers to form "a pretty sure criterion" of the matter of which this same paper on "Ancient and Modern Mining" is composed; bearing in mind, at the same time, that the "infinite number of small veins of the richest ore," and that "the whole district, of which that island (Horse Island) forms part, is one bed of mineral riches," actually produced, during the past six months, ore to the amount of Five Hundred and Forty-five Pounds Seven Shillings, at a cost, we may say, of ten times that amount, and being in itself about sufficient to pay the half-year's salary of the Managing Director!

With the following extract we take our leave for the present of the "West Cork Mining Company," reminding the Shareholders that the 16,000l. worth of produce on hand, and the 160,000l. worth in sight are still in perspective:—

"Another copper mine is now in work by the Company, distant three miles from Horse Island, where the ore which is raised is also of an exceeding richness; and which, upon assay, has been found to contain 35 per cent. of pure copper. The place where this mine is situated is called Ballydehob, or, in Irish, the Town of Gold. It is scarcely necessary to add, that the meeting separated highly satisfied with the state of the Company's affairs, and an unanimous vote to that effect was passed."

In conclusion, we would suggest to the editor of the *Literary Gazette*, that on another occasion he should prefix one word to any similar report with which he may be favoured, and that is "advertisement;" and as our contemporary professes to be a decidedly literary work, we should like to be informed, if "Ballydehob" be "the town of gold in Irish," what may be its meaning in English.

THE FUNDS.

CITY, FRIDAY EVENING.

Business in Consols has not been extensive to-day, but prices are firmer. Consols closed 99½ money, and 91¼ for account. There has been, however, a decline in New Three-and-a-Half per Cent. Annuitants, which left off at 99½. Bank Stock 210 for account, and India 259 money. Exchequer Bills have declined to 3 premium, and India Bonds are at 1 to 3 discount.

There has not been much doing in the Foreign House. Spanish opened at 30½, and closed at 29½. Passive Bonds are 9½ to 1; and the Deferred 13. Portuguese New Bonds are 69 money; and the Three per Cent. ditto 42½. Brazilian Bonds are 85. Danish Stock is 76½. Dutch Stock is 55½, and the Fives 103½. The Exchanges are rather firmer, and bills more plentiful.

The Share Market presents no alteration.

LATEST INTELLIGENCE.

LONDON, SEPT. 2.—The Metal Market is in a very unsettled state as to prices, except copper, which remains steady. Tin (English) is quoted 7s. per cwt. lower, although the foreign does not sympathize in the fall. Good Banca being higher than English in this and the continental markets. Lead is occasionally thrown on the market at lower prices than quoted; indeed, in pressed sales, 11. reduction has been submitted to. The Iron market is flat, at a small reduction. Spelter is rather more inquired after again, and no sellers under 21l.

POOL, SEPTEMBER 1.—Average standard, 136l. 18s.; average produce, 74; average price, 7l. 10s. 6d.; quantity of ore, 3991; quantity of fine copper, 301 tons 14 cwt.; total amount, 30,334l. 1s.; average standard of last sale, 139l. 16s.; produce, 8.

PATENTS RECENTLY GRANTED.

To THOMAS BINNS, of Mornington-place, Hampstead-road, civil engineer, for improvements in railways, and in the steam-engines to be used thereon, and for other purposes.—[August 6; six months.]

To THOMAS JOHN FULLER, of the Commercial-road, Limehouse, civil engineer, for a new or improved screen for intercepting or stopping the radiant heat arising or proceeding from the boilers and cylinders of steam-engines.—[August 9; six months.]

To JOSHUA BUTTERS BACON, of Regent's-square, gentleman, for improvements in the structure and combination of certain apparatus employed in the generation and use of steam.—[August 13; six months.]

To FRANCOIS DE TANSCH, of Percy-street, Bedford-square, military engineer to the King of Bavaria, for improvements in apparatus or machinery for propelling vessels for raising water, and for various other purposes.—[August 25; six months.]

To WALTER HANCOCK, of Stratford, Essex, engineer, for an invention of an improvement or improvements upon steam-engines.—[July 29.]

To SAMUEL HALL, of Bedford, Nottingham, gentleman, for improvements in propelling vessels, also improvements in steam-engines, and in the method or methods of working some parts thereof; some of which improvements are applicable to other useful purposes.—[August 15.]

To THOMAS, EARL OF DUNDONALD, of Regent's-park, Middlesex, for improvements in machinery or apparatus applicable to purposes of locomotion.—[August 15.]

BRITISH SCIENTIFIC ASSOCIATION.—The next meeting of the British Scientific Association will be held at Liverpool, in September, 1837. The Earl of Burlington has been appointed its president.

HOME GROWN FLAX.—We understand the agriculture practice of sowing flax in this part of the country, for domestic purposes, is becoming much more general than it was formerly. The returns from Riga and American seed have, in many instances, been very great. The Dutch seed has also been found to answer well; and there is every reason to think, if farmers would direct their attention more to the cultivation of this crop, it would turn out a profitable one, not only for family purposes, but as an article for sale. The importance of flax crops in Ireland may be judged from the fact, that there has lately been brought into the market in Derry as much as 200 tons per week, averaging in value from 40l. to 80l. per ton; and there has been imported this season, at Belfast alone, above 9000 hogsheads of flax-seed—Riga, America, and Dutch.—*Aberdeen Paper.*

IRON AND STEEL.—A pound of crude iron costs a penny; it is converted into steel; that steel is made into watch springs, every one of which is sold for half a sovereign, and weighs only the tenth of a grain. After deducting for waste, there are in the pound weight 7000 grains, it therefore affords steel for 70,000 watch springs, the value of which, at 10s. each, is 35,000l.

A LONG LODGE.—"How big is the lode in the back of the sixty-three?" was the question put by a gentleman to one of the wise men of the east, who had been underground inspecting the mine. "I don't know, indeed, how big the lode is, but he's six feet long," was the reply.

POLISHED GRANITE.—A machine for polishing granite, worked by a steam-engine, has been set a-going by our enterprising townsman, Mr. Alexander McDonald, stone-cutter. Splendid pedestals, urns, tablets, columns, and chimney-pieces, are to be seen at his works, all polished and glossed in the most beautiful manner.—*Aberdeen Herald.*

ANTIQUITY.—A curious piece of antiquity has lately been discovered in the churchyard of Hemel Hempstead. In digging a vault for a young lady of the name of Warren, the sexton, when he had excavated the earth about four feet below the surface of the ground, struck his spade against something solid, which, upon inspection, he found to be a large wrought stone, which proved to be the lid of a coffin, and under it the coffin entire, which was afterwards taken up in perfect condition; but the bones contained therein, on being exposed to the air, crumbled to dust. On the lid of the coffin is an inscription, partly effaced by time, yet still sufficiently legible to prove it contained the ashes of the celebrated Offa, king of the Mercians, who rebuilt the abbey of St. Albans, and died in the eighth century. The coffin is very curiously carved, and altogether unique of the kind. The church was built in the seventh century.—*Morning Herald.*

PROCEEDINGS OF PUBLIC COMPANIES.

COMBARTIN AND NORTH DEVON MINING COMPANY.

At a General Annual Meeting of the Shareholders, held at Combmartin, (pursuant to notice), the 17th day of August,

JOHN DOVILL, Esq., in the chair,

the report of the directors was read, of which the following is the substance:—From the current account, there appeared a balance in their banker's hand of 1537l. 15s. 2½d.; that orders had been given for a steam-engine, which, with boilers, engine-house, &c., was estimated to cost 2162l.; capstan ropes, cargo of timber, fifty fathoms of pumps, &c., 785l.; added to which would be six months' expenses of carrying on the works, at 200l. per month, 1200l.—making together 4147l., and leaving a debt of 2609l.; and that, consequently, a call of 20s. per share would be required.

The following is the report of the captain and inspector submitted to the meeting:—

We beg to lay before the meeting a full account of our proceedings since the commencement.

The Adit Level.—We had a deal of difficulty and trouble to get through, from so many runs or breakings, and having before us seven hundred fathoms of water, which we have at last completed.

Directors' Shaft.—This shaft was sunk by the ancients as a perpendicular one to intersect the west lode, at about fifty fathoms deep; and we are led to understand they sunk here thirty fathoms under the adit, and drove a cross-cut to the lode, which they were driven from by the influx of water. This shaft we have selected as the best for the pump for this lode, and accordingly we commenced clearing it up, and have accomplished and secured it to about fourteen feet below the adit level, but finding the water so very quick, we are compelled to desist until we can get up a whim.

Goss's Shaft we have cleared and secured to the adit level, which is fifteen fathoms deep, where it cut the lode, and have cleared north about forty fathoms, and south about thirty. The appearances here show that immense bodies of lead ore were taken away; in fact, it is imprudent to meddle further, but endeavour to get under their old workings; and for this reason we have abandoned it, until the engine is erected. From this shaft we proceeded east through their adit level for fifty-five fathoms to the next shaft, which we call

Williams's Engine-Shaft, around which we are erecting the engine-house, blacksmith's shops, &c. &c., and intend throwing flat-rods herefrom to the Directors' shaft, already spoken of. This shaft we have cleared to the deep adit about twenty-five fathoms; and as we have taken this as the underlayer for the lode further east, we have commenced cutting it down to a proper size to take the pumps, &c., which is completed to within twelve fathoms of the adit. In order to push this shaft, we have put six men in the adit to cut a pit, as a preparation to commence sinking below—so that we shall have two pairs on this shaft. We proceeded still further east, securing, as we went along, for about forty-four fathoms, as can be seen by the section, until we came to the lode; and have also cleared on the course of this lode thirty-seven fathoms, where we found the old men rose up twelve fathoms to another level, called the twenty-eight fathom level. Five fathoms and a half further on, we discovered a sink in the bottom of the adit, in which there is a kindly copper lode, about two feet big, and the water very quick; the end is about five fathoms farther. It may be asked why we do not proceed to prosecute the lode? This is easily answered, because every bit of stuff we break must be driven back to Williams's engine-shaft to be hauled to the surface; and this we cannot do without great hindrance.

Harrie's Shaft we have also cleared and secured from the surface twenty-eight fathoms deep. Fourteen fathoms from the surface, we cleared out and secured a level ten fathoms on the course of the lode, when we came home to a breast of ground left by the old men unnoticed. We drove on this part of the lode, which was six feet big, and very good; but in driving one fathom and a half we holed to a very large working, full of water below, and so high as to be dangerous to enter. We know not how much further they drove, but, from appearances, a great abundance of ore must have been risen here.

Nap Dunes.—We have cleared the adit level thirty fathoms, and have also cleared and secured up the shaft twenty fathoms deep; the first seven fathoms brought us to their adit level, and at twelve fathoms below is a cross-cut to the lode, about four fathoms. We continue to clear, which we are given to understand is ten fathoms deeper; from every appearance here, large returns have been made.

JOHN WILLIAMS, Inspector.

RICHARD MORCOM, Captain.

MEXICAN COMPANY.

[Continued from No. 83.]

Amended estimates, as presented at the special general meeting of proprietors, held at the office of the company, 24th August, 1836, (referred to in the preceding documents) of what is likely to be required for the future operations at the mines and haciendas of this company, in the district of Yavesia, in the department of Oaxaca, Mexico.

Proposed establishment of officers, and principal assistants, for the mining and reduction departments, and for the administration £2,700
 Rental of mines " 700
 General expenses, at the mines, and at Oaxaca, including commissions at Mexico, Vera Cruz, and Oaxaca 600
 For the working of the mines and adits, on the plan suggested in Mr. Kurtz report, viz.—

For driving the adit of Jesus Maria, 4 paradars; for sinking the shafts in the mines San Francisco, San Emigdio, and Jesus Maria, 12 ditto; for continuing the research adits, Esperanza and Poder de Dios, 4 ditto; for trial works in Rosario de la Cumbre, 4 ditto. In all 24 paradars.

Each set of four paradars, say \$50, \$300 weekly, for fifty weeks, \$15,000 3,000
 Allow for repairs of haciendas, and other contingencies 300

Total for each year 7,300
 To which must be added, for the first year:—For Mr. Kurtz's return expenses to Mexico, and for outfits and travelling expenses of two additional G. man workmen, whom he purposes to take with him, 350l.; for five sets of pans, for the Tyrol amalgamation, 300l.; for the erection of machinery for the working of ditto, 450l.; for additional stores to be sent out, 400l. 1,500

Total for the first year 8,800
 Ditto for the second year, 7,300l.; ditto for the third year, 7,300l. 14,600

For three years 23,400
 If the Tyrolean amalgamation could be found to answer, and it should, in consequence, be deemed proper to extend it, an additional wet stamping-mill must be erected; which, with its indispensable appendages, is estimated to cost \$10,000—which, in that case, it would be necessary to provide for, within the first year 2,000

Making the total estimated expenditure, for three years 25,400
 Which it is deemed expedient to raise as follows:—An immediate call on the proprietors of 1l. per share, which, on the present number of shares, 5734, would produce 5734l.; another call of 1l. per share, on the 1st of January, 1837, 5734l.; a third call of 1l. per share, on the 1st of June, 1837, 5734l.; a fourth call of 1l. per share, on the 1st of January, 1838, 5734l.; a fifth call of 1l. per share, on the 1st of June, 1838, 5734l. Together, therefore 28,670

Estimated expenditure (as above), 25,400l., would leave for London expenditure, and for other contingencies, 3270l.

* A paradar means two miners working together.

GREAT WESTERN RAILWAY.

On Thursday morning last, the half-yearly general meeting of the proprietors of this company was held, pursuant to act of parliament, in the Guildhall at Bristol. The time announced for taking the chair was twelve o'clock, at which hour a numerous and highly respectable body of gentlemen had assembled.

I. J. Chapman, Esq., one of the secretaries of the company, then read the report and state of accounts, the details of which were repeatedly interrupted by loud cheers. The report states that the whole of the line between Bristol and Bath has been set out, and the works commenced at all the principal points. The contracts made ensure its completion by February, 1838.

The directors have already made known the circumstances which terminated every hope of a junction between the London and Birmingham Railway, on the terms of reciprocal benefit or of permanency, at a season of peculiar inconvenience in relation to parliamentary proceedings for another line. The directors having applied themselves, however, to counteract that unexpected difficulty, by seeking the most eligible position for a separate depot in London, have now the pleasure to announce that they have obtained the general consent of the owners and occupiers to an extension line into Paddington. The length of it from Acton will be about four and a half miles, instead of using five miles of the London and Birmingham Railway, in common with that company. Between Bristol and Bath, the railway will now consist of one constant and regular inclination

of only four feet per mile, or one in 1320. Retwist London and Reading, and thence to the Oxford Branch, there will be no gradient exceeding four feet per mile, and a great part will be even at a slight inclination. The remainder of the line is now in progress of being defined and set out, and there is every reason to anticipate similar improvements upon it. The Bills for railways from Bristol to Exeter, from Swindon through Stroud to Gloucester and Cheltenham, and from Merthyr to Cardiff, have received the Royal assent; and the directors have the assurance that all these measures will be carried into effect with the utmost vigour and despatch. It is almost superfluous to remark, that the Great Western Railway Company are materially interested in the successful completion of these undertakings. A branch to Oxford, and a continuation of it to Worcester, are also promoted by the leading interests of those cities, and the best exertions of the company will be devoted, in co-operation with them, to accomplish those objects. A statement of the finances of the company to the 30th of June is as follows:—

To amount of capital, interest on investments, registration fees, &c. £496,141 18 11
By expenses incurred, including land and compensation, contracts for works, engineering, surveying, printing, &c. 185,545 1 10

Leaving a balance in hand of £310,596 17 1

The several resolutions were moved and seconded by V. Stuckey, W. W. Davies, S. Waring, T. K. Bayley, James Cunningham, Thomas Carlisle, Esqrs.; the Chairman; C. Wilkins, of Twerton; S. Harford and R. Bright, Esqrs. All the speakers were loud in their praises of the unwearied exertions of the directors, whilst the ultimate advantages which Bristol must derive from the completion of the line were confidently anticipated.

MINING CORRESPONDENCE.

ENGLISH MINES.

WHEAL BROTHERS MINING COMPANY.

August 29.—I beg to inform you the Broad Meadow shaft is sunk about nine feet during the past week, on the course of the lode, which is composed chiefly of a very strong and promising gozzan. In the adit end west we have no alteration worth noticing. The water in the mine is just as reported last week. J. PARROTT.

EAST WHEAL BROTHERS MINING COMPANY.

August 29.—I have this week to inform you that we are down about thirteen fathoms and a half in the new engine-shaft; the ground continues favourable. The rise north of Bennett's shaft is holed to the surface, and we shall re-commence driving east on the Wheal Brothers lode forthwith. We are advanced about thirteen feet in the cross-cut south of the East Cornwall (or Well) lode, which we hope to complete in about six weeks. J. PARROTT.

WHEAL SISTERS MINING COMPANY.

August 29.—We have no alteration worth noticing in any part of this mine since my last report. J. PARROTT.

HOLMBUSH MINING COMPANY.

August 29.—I have to inform you that our appearances at present deviate very little from last week's report. In the winze below the thirty-five fathom level the lode still continues very good. We have now a great influx of water in the forty-two fathom level south, which, with other indications, bespeaks our near approach to the Flap-jack lode. The lode in the forty-two fathom level east is about three feet big, all saving work for copper. All other parts of the mine are going on as usual. JAMES LANE.

NORTH CORNWALL MINING COMPANY.

Wheal Thomas, August 27.—In consequence of scarcity of surface water, our water wheel has not taken out the water from the bottom level of this mine for the week that is past. Our seventeen fathom level still continues unproductive. In the eight fathom level west we are raising some lead, and the lode is looking very promising.

Wheal Hope.—The lode in the east end at the bottom level of this mine is about eighteen inches wide, with a leader of from ten to twelve inches; other parts of the lode are sprangled with lead. The ground within a few days past is much improved in the end and shaft; and if the lode and ground continue as they are at present, we shall raise twenty tons in September. There is no alteration in the levels above. JAMES STEPHENS, Sen.

TAMAR SILVER LEAD MINING COMPANY.

August 29.—Good speed has attended our work here this week, and we have forked the water to the eighty-five fathom level, but the shaft and plat is so filled with timber, that we cannot at present ascertain the state of that level, or how much there is to do in clearing it. Having cleared the twenty-seven fathom level, we have commenced driving south on the lode, which is six inches wide, very promising, composed of fluor, quartz, and silver lead ores. Saturday last was the period for re-letting our tribute pitches, when it was optional for the tributors to continue their contracts for another month; out of eleven we had only three to re-let, which were taken at a trifling advance, and we set a new one at 11s. in the pound for the lead ore only—(the tributors not participating in the value of the silver); we have now twelve pitches working, from which we have drawn to surface and commenced dressing several good piles of ores, and shall daily increase the number of labourers required for that purpose. The castings of the water wheel and crushing machine are on board a vessel in the Tamar, and will be landed (we expect) to-morrow. WILLIAM PETHERICK.

REDMOOR CONSOLIDATED MINING COMPANY.

August 29.—On Saturday last we sampled a parcel of silver lead ores (principally from extending the thirty fathom level on the lead lode), computed sixteen tons, samples of which have been forwarded to the purchasers of those ores, according to your instructions, and I have proposed Saturday, the 10th proximo, for receiving their offers for it. The thirty fathom level north of Johnson's shaft, on the head lode, is from eight to fifteen inches wide—very good. There is no alteration in driving this level south, or the twenty fathom level north on it, since my last report. We have completed sinking Johnson's shaft to the forty fathom level, and commenced cutting a plat at that depth. The ground in driving the adit north of the thin whim-shaft, on the cross-course, is favourable for extending on it speedily. WILLIAM PETHERICK.

ROCHE ROCK MINING COMPANY.

August 29.—The tributors are working in good tin ground, and the workmen are opening the levels with all possible expedition, and with favourable prospects. The lodes continue large and good. S. ROBINS.

CARN GREY MINING COMPANY.

August 29.—In reference to our levels nothing new has occurred for the last fortnight; we have been sinking on the north part of our large lode, which has a very promising appearance in the near adit, and are now down about nine fathoms, and shall at once commence cutting through the lode. Our last at Manear is completed; we shall at once put the stamps to work. RICHARD RODDA.

KERROW MINING COMPANY.

August 29.—We have this day put our engine to work, and on Monday we commenced sinking our engine-shaft; we have set four fathoms to sink, at 71. per fathom. In reference to our engine in this mine we think great credit is due to our engineer, who has, in its erection, not only displayed elegance and neatness, but economy and usefulness. RICHARD RODDA.

EAST CORNWALL SILVER MINING COMPANY.

August 29.—There is a promising lode at the thirty-five fathom level east of the engine-shaft, composed of quartz, with lead and copper ores. West of Malachy's shaft it is two feet six inches wide, and promising. At Georgiana shaft (which is nearly communicated to the thirty-five fathom level) there is a very kindly lode, about three feet wide. We have commenced cutting a plat at the forty-five fathom level at the engine-shaft, for the purpose of sinking it below that depth. In extending the ten fathom level east of "Flap-jack" shaft (adjoining Mexico), we have a promising lode for ten or twelve inches wide. We have commenced bringing up a level to the new water wheel, on the course of erection; the castings for which are already landed at Hatherly Quay (on the Tamar), and will be brought on the mines forthwith. WILLIAM PETHERICK.

FOLDBRENN MINING COMPANY.

August 27.—We find the ground in Stainaby's engine-shaft to be just as reported in my last (moderate). At the twenty-fathom level (Flat-rod shaft) we shall complete the two whim-plats in the course of next month; in the cross-cut driving north at that level we have not yet cut the lode, but are intersecting tin branches of a very promising nature, inclining towards the direction of the lode. At the deep adit driving west of Thomas's shaft the lode is two feet wide, with occasionally stones of ore, but not rich. In the level driving west of the said shaft, between the shallow and deep adits, the lode is eighteen inches wide, and within the last week has much improved, having broken some very good work for tin; the lode to the east of the shaft, stopping on twotree, is large, and impregnated with tin and copper; both, however, at present will only pay for the expense of working; still we consider there is every chance of improvement. The tributors at Wheal Harriett continue to work well, and their prospects are encouraging. We have this day fixed on the spot for the erection of the steam stamping engine. RICHARD ROWE.

HAYLE CONSOLS MINING COMPANY.

August 29.—At Trevidgia mine, in the ten fathom level east, Griffith's lode, which is still about eighteen inches wide, is considerably improved in quality, and the winze below the same level on Lyon's lode is looking favourable, producing good stones of tin ore. Wood's shaft is now down to a twenty fathom level, and we shall shortly commence driving north about four fathoms to cut Lyon's lode immediately under the winze from the ten; and we have good reason to hope that the twenty fathom level will be a productive one on various lodes. At Busworgie mine the lode in the twenty-six fathom level, which had a favourable appearance, and produced tin ore during the present month, is now divided by a cross-course, and we shall have to drive through that cross-course to ascertain the state of the lode on the eastern side of it. We have holed to a shaft on the cross-cut at the adit level to the south lode, which is about two feet wide, containing tin ore, and we have this day commenced driving east on it. We have also commenced preparations for sinking Ellwand's shaft below the twenty-six fathom level. At this mine Harrison's shaft is down about fourteen fathoms below the adit, and the sumpmen have contracted to make it twenty fathoms before we drive to cut the lode. The engine has no drained Triangle lode (which is upwards of thirty fathoms south), as to leave a sink made by the former adventurers quite dry; the lode in the sink is about two feet and a half wide, containing lead, blende, a great deal of muddle, and some black sulphur of copper; and if this lode, at a reasonable depth, does not become a good one, it would appear useless to be guided by indications in our future researches for minerals, but we do not expect to be able to make much trial of it until a cross-cut be driven from the sump at a twenty fathom level to drain it. J. TAKELICOCK.

NEW SOUTH HOOR MINING COMPANY.

August 27.—During this week there has been driven on the lode in Deacon's shaft three fathoms five feet four inches; the lode in the bottom is two feet thick, but one foot only in the back of the level; it contains flucon, caple, and white iron, and spots of lead in the caple. A sample of the flucon has been assayed, and found to consist of a little lead, silver, and white iron, but not sufficient to pay for cleaning. The lode has been traced by shodding as far south as the copse in Mr. Gent's land; it runs a considerable distance, very serpentine; it has been found at high-water mark in the south-east corner of Mr. Gent's orchard, in the valley above the mill pool. There only remains a field between the copse and orchard to costen for the purpose of connecting it from Deacon's shaft to Salham Mill Vale—a distance, I understand, of 400 fathoms. It is irregular in size on the back, as it is in its course. J. BLEWETT.

SOUTH WHEAL LEISURE MINING COMPANY.

August 27.—We have this day set the engine-shaft to sink below the fifteen fathom level. In the cross-cut at that level we have not yet cut the lode; judging, however, from the appearance of the ground, together with the increase of water lately met with, we consider there is but a short distance more to drive before we intersect the object. In the winze sinking from the adit, we are down nearly four fathoms; the lode is from three to four feet wide, composed of a promising gozzan, muddle, with rich black and yellow ore. RICHARD ROWE.

TRELEIGH CONSOLS MINING COMPANY.

August 27.—The sumpmen are getting down well; they never leave the light out of the shaft from Monday morning until Saturday night; they have sunk about nine feet. In the ten fathom level east and west of this shaft, we are opening a promising lode, and daily saving ore; but at this level east and west of Williams's shaft the lode is small, and I have determined on seeing the south part, and have put the men to drive accordingly. There is no doubt of this being the better part, from seeing the excavations made in the shallow adit and seven fathoms below, under which the lode divided, and the old men continued to sink on the branch instead of the real lode. In Wheal Shauger shaft we are getting down between the two lodes, evidently in the relics of the north one; here, as soon as we can, we shall extend a ten fathom level west, and get away from the disordered ground about the junction of the lodes and cross-course, where I have no doubt of having a productive lode. In Wheal Christie the shaft is getting down towards the ten fathom under adit, where I hope to open on the lode east and west; over which, in the adit, the lode is nearly all worked away with tributors. W. SINCOCK.

WEST WHEAL BROTHERS MINING COMPANY.

August 27.—There is no material alteration in either of the ends at the twenty fathom level this week. The lode in the winze under the twenty continues large; some days we meet with small nests of very good silver ore, but no regular leader. I expect Lowe's shaft will be near to the thirty by the end of next, or the beginning of the ensuing week; according to appearances, the lode inclines to go more perpendicular than heretofore, which will be much better to sink on. The copper lode west at the twenty-three is from four to five feet wide, with good stones of ore. As soon as the water is drained from that level, I intend to bring the men back to sink the Diagonal shaft, until it communicates with the thirty-three, as it will prove the lode between both levels, and ventilate them, as well as make advantages for stopping, &c. JAMES CARPENTER.

ST. HILARY MINING COMPANY.

Wheal Leeds, August 27.—Wheal Leeds New Engine-Shaft.—We this morning, in cross-cutting south, holed to the old workings at the forty fathom level. By the time this reaches you, the mine will be completely unwatered to that depth, which will be two fathoms under the forty formerly driven; and we shall then be in a situation of sinking at once to a fifty fathom level, and below all the former workings. In next week's report we shall be able to give some account of the state of the old workings at the forty.

New Western Whim-Shaft.—This shaft, which is now under the thirty fathom level, in the midst of the old workings, we shall continue to complete down to the forty with all speed. There is nothing further to report since my last of any importance, as regards the state of the mine. C. N. BEATER.

BRITISH TIN MINING COMPANY.

Great Wheal Venture Mine, August 29.—The ground on the middle lode is moderate; the lode continues large, but poor, though not without scattering stones of tin. The ground on the caunter is favourable; the lode is about two feet in size, producing tin throughout, carrying a leader about an inch in size, very good. We commenced sinking a winze in the last fortnight from the twelve to the twenty-two fathom level, which has not been reported before; we call this Fagan's winze: the ground here is favourable, and but little water as yet; this winze is going down in the country so far, but we expect to have the south part of middle lode in sinking three or four fathoms. The ground in south end by the lode is favourable; the lode in this end is about six feet big, producing good tinny work. Fagan's end east, twelve fathom level, set one fathom at 71. 15s. per fathom. The ground on Glow-hill lode remains much the same. The ground in the twenty-two fathom level cross-cut is a little eased. We calculate to have the middle lode in driving about three fathoms, and under the most productive part seven fathoms. Glow-hill shaft suspended down to water. J. BRAY.

UNITED MILLS MINING COMPANY.

August 30.—Diagonal Shaft.—We have recommenced sinking this shaft; the lode is about three feet wide, composed chiefly of gozzan. In the eastern end of this level the lode is three feet wide, and improved for ore since last week. The lode in the western end is six feet wide, producing ore throughout of a low quality. The pitch let at 2s. 6d. is not looking quite so good as it did; little or no alteration in the other pitches. In the western end of the ten fathom level the lode is from two to three feet wide, with stones of ore, and hath a kindly appearance. We communicated the winze from this level to the twenty fathom level yesterday; it ventilated both levels, and we have now a good current of air. Pitches continue to look much the same as last reported. We have suspended the eleven fathom level for the present, and put the men to sink the New Diagonal shaft. Twenty Fathom Level.—The lode in the eastern end of this level is three feet wide, eighteen inches of which is good for ore. In the winze sinking below this level the lode is four feet wide, producing some stones of good ore. The western end, with stopes in the back and bottom of this level, still continues good for ore. We can report no alteration in the pitches, neither in the winze sinking west of Old Sump. In the winze sinking below the twenty-seven fathom level the lode is large, intersected with good bunches of ore. At the thirty fathom level driving east of Diagonal shaft the lode is three feet wide, and looking more promising than last week. Thirty-six Fathom Level.—We can report on alteration in the lode driving east of Turtos's shaft. The ground in the cross-cut continues favourable for driving. C. PENROSE.

BRITISH COPPER MINING COMPANY.

Great Wheal Charlotte, August 31.—I have given notice to the samplers to attend here for the purpose of taking samples on the 13th of next month. Such is the nature of our work, or our stuff, that it is impossible to get it prepared for sampling in less than eight or ten days after the setting. We shall have ten or eleven fathoms to drive from the engine-shaft to cut the lode at the sixty-two, which, according to the appearance of the ground in the shaft, can be driven in eight or ten weeks. The lode in the back of the fifty-two west is eight feet wide, yielding from three to four tons of ore per fathom. The lode in the back of the fifty-two east, in the western part, from three to four feet wide, yielding from four to five tons per fathom; in the western part four to five feet wide, and will produce from two to three tons per fathom. The lode in the back of the forty-two west is seven feet wide, producing on an average from four to five tons per fathom; in the bottom the lode is much the same as the back for size, but not altogether so rich. The lode in the back of the twenty-two west is three feet, leader one foot: the lode, taken altogether, is of the most promising description. JAMES STEPHENS.

CORNWALL UNITED MINING ASSOCIATION.

Truro, August 31.—Silver Hill.—We are keeping the water very well now in our mine, by means of altering our engine, which is now very easy for drawing. We have a kindly lode for copper ore in our ten fathom level west of engine shaft. It is a large lode of jack, impregnated with copper ore of excellent quality. Our end driving east on the lead lode is still large and strongly impregnated with lead ore. WILLIAM BENNETTS.

East Wheel Providence.—The erection of the buildings on this mine are raised so high as to enable the carpenters to put up the roof by to-morrow. The underground work has been regularly proceeded with for the last month. The copper lode last cut has improved in its appearance, being much larger, and producing some fine gozzan. It is expected to cut the tin lode south of the adit in the course of next month. A winze will be set on Saturday next to sink to intersect the copper lode from which the parcel of ores now preparing for sale has been broken. We shall have about ten or twelve tons for sale. I have lately found several very good stones of tin in the western part of this mine, some of which are very large. I have therefore put two men to cross tin the ground, in order to discover the lodes running through it. WILLIAM HOOPER.

NORTH CONSOLS MINING COMPANY.

August 29.—Stopping a bottom west of Letcher's shaft; the lode is large, and paying well for stopping. Sinking a shaft in the bottom of the thirty fathoms level west from Letcher's shaft; the lode is of a more promising appearance than it was last week. Driving the thirty-four fathom level east from Letcher's shaft; a large lode and course. Driving the sixteen fathom level north from Little Whim-shaft; not cut any lode as yet. Sinking Knight's shaft under the twelve fathom level; here the lode is not rich, but has a very promising appearance, composed of beautiful spar, a small quantity of excellent yellow ore, white iron, and a great quantity of muddle; a lode of this description is seldom known to fail of making a great quantity of ore. Driving the ten fathom level west from Williams's; the lode is of a good size, with a small quantity of yellow ore. Driving the new adit eastward on part of the contra as usual. Driving the twenty-four fathom level east from John's shaft; the lode is large, but not improved much. Our tributors have finished their month's taking, and the pitches are re-set at the following tributes:—One by three men at 3s. out of the pound; ditto three ditto at 2s. 6d. ditto; ditto two at 6s. 3d. ditto; ditto two at 8s. 6d. ditto; ditto two at 8s. 3d. ditto; ditto two at 9s. ditto; ditto two at 9s. 6d. ditto; ditto two at 10s. ditto; ditto two at 3s. 6d. ditto; ditto two at 3s. 9d. ditto; ditto two at 6s. 3d. ditto; ditto two at 10s. ditto; ditto two at 10s. ditto; ditto two at 13s. 4d. ditto; ditto two at 12s. 6d. ditto; these four last men are two months' take, and their time is out at the end of September. The total number of pitches working at this time is fifteen; in the four weeks' working for July month, we sampled and sold 101 tons of ore, which brought 51. 2s. 6d. per ton; and for August month we have not less in quantity, and from its appearance we think it will improve in price; and from the pitches now set, I think we shall increase in quantity. THOMAS TIPPETT.

FERRAN CONSOLIDATED MINING COMPANY.

August 29.—In extending eastward on the north lode (in their mine), we find its appearance to continue of a flattering nature; and we hope, ere long, to be enabled to report that it is productive of much lead. In the cross-cut driving south we have a continuation of a favourable strata of ground. At Rose, we have only to state that we are driving a ten fathom level through a channel of elvan, which appears quite congenial for tin. At West Wheel Hope, we expect in a day or two to hole the shaft to the twelve fathom level; unexpectedly, the ground has been exceedingly hard in sinking through the last two fathoms, otherwise this piece of work would have been completed some time ago. We have set two tribute pitches in that part of the mine, but at rather high tributors, 9l. and 10l. per ton for raising. RICHARD ROWE.

REDRUTH UNITED MINING COMPANY.

August 29.—The lode in the forty-four fathom level east of the engine-shaft is about three feet wide, producing a small quantity of tin ores. The lode in the forty-four fathom level west of the engine-shaft is about three feet and a half wide, not rich. The lode in the rise back of the thirty-two fathom level, west of Cock's shaft, is about two feet and a half wide, producing tin ores. The lode in Gooding's shaft is about four feet wide, producing a small quantity of tin ores. The lode in the winze, west of Cock's shaft, is about three feet wide, producing good work for tin. We have holed the winze from the twelve fathom level to the rise in the back of the twenty-two fathom level, and we are about to commence driving the aforesaid levels west of the said winze. The lode in the rise against Gooding's shaft is about three feet and a half wide, producing tin ores. At Buckett's the lode in Huler's shaft is about two feet wide, producing good work for copper ore, and has a very favourable appearance. We find in clearing the twenty fathom west of the aforesaid shaft, a promising lode for sixty fathoms in length. The lode in the adit level west of Ashton's shaft is poor at present. At Clajah there is but little or no alteration since my last report. RALPH GOLDSWORTHY.

EAST WHEAL STANBERRY MINING COMPANY.

August 29.—Having sunk corner-shaft to the fifteen fathom level, we shall forthwith proceed to drive south at that depth to cut Trewhithen south lode, a communication which is very desirable, and will greatly facilitate our sinking corner-shaft below that level for the purpose of opening more speedily the productive ground in Trewhithen south lode. The lode in the fifteen fathom level west of Roberts's shaft is daily becoming more regular and productive since it was disordered by its intersection with the cross-course. We are now looking forward to its being equally good as it was a short time since. At Orchard we have been obliged to suspend the erection of the steam-engine for want of castings; but the founders having within this day or two sent in a lot, and promised to supply us as fast as required in future, the engineers are again at work. WM. PETHERICK.

FOREIGN MINES.

ST. JOHN DEL REY MINING COMPANY.

Morro Velho, June 3.—The sinking at the Bahu is at last in a regular course again; there has been a stoppage of near six weeks in the sinking. This shall now be pushed with all speed; and as the produce of the Bahu will necessarily fall off during this process, I shall endeavour to make up the deficiency with the Vinagrado, which is now stopping on the north lode.

Reduction Department.—The concentration tyes and floors are completed, and in actual operation for the sand of the Louisa and Susanna stamps. They answer the purpose most satisfactory, having full power to employ any degree of concentration with the constant attendance of one person. The tyes for the Esperanza, I hope, will be ready to-morrow.

With the completion of these tyes, all the valuable part of the whole of the sand, as it leaves the streaks, will be arrested and saved. The Vinagrado sand is trunked, but it will also be tied, like the others, as soon as the carpenters can make the tyes.

Mr. Hocheder commenced calcining the concentrated sand on the 31st ult. The little furnace performs its duty well. It calcines about one ton in eight hours. When a sufficient quantity is calcined it will be re-stamped, and passed through the Bowls.

Produce.—The amount of gold for May was 2661 octavas 27 grs.; which, considering the stoppage with the stamps, is very fair, as compared with the produce of other months. It is quite evident, from the daily gold reports, that the ore from the Bahu never was so rich since Morro Velho was bought by Captain Lyon.

Assays.—Mr. Leary, of Rio, has assayed the vinagrado gold, and found the standard to be 18 2.

June 13.—Reduction Department.—The Esperanza tyes are completed, and at work; thus all the valuable part of the sand is saved. The large experiments with the Bowls is finished, but I have not yet the result.

June 14.—Assay Department.—The result of the experiments is, that the Esperanza streaks have produced 354 octavas. The Susanna, 316 octavas; and the Bowls, 392 octavas; being an average of 17 octavas in favour of the Bowls. The quantity operated upon in each stamp was fifty tons. The loss of quicksilver was thirty-seven pounds. I defer making any observations on this till next week. C. HERRING.

Bahu Mine Shaft, May.—Nothing interesting has occurred this month in our mining operations. We have had a considerable number of our negroes on the sick list, although not so many as last year at this time.

On the 13th we commenced connecting the two lift of pumps, and on the night of the 14th we began bumping; but from one of the plinches of the east iron working barrels (broken some time since) having been imperfectly repaired and connected, we were delayed several days in draining the shaft; and on the 30th, having completed the quantity of stone required for the experiment with the amalgamating mills, we began sinking.

Stopes.—Our average force this month on the stopes has been six men day and night.

Bahu Level West.—Having stopped through the shaft (Crichton's), we have commenced driving again, and in consequence we have not made so much this month as last. Driven five feet six inches; six men day and night at the early part of the month, and four the latter. Total length fifteen fathoms three feet six inches.

West Pillar.—Four men day and night, the former part of the month and two of the latter.

Shallow Adit.—This was related to in my report for April, and since then we have commenced a thorough repair of the same; only a few feet have been made good, as the men belonging to it have been removed to make a level for the water from the waste stamps (and from other parts of the mine during the rainy season) to pass through, in order to form a plat to deposit the sand from the concentrating floors.

Vinagrace Mine Shaft.—On the 2d we commenced sinking, and have sunk three feet only, as it was deemed advisable to open the shaft to facilitate the hoisting. Two men, and occasionally four day and night, have been stationed there, with one English miner overlooking this and the shallow adit. A piece of chain has been added to the horizontal rods, in order to prevent delay in the Bahu shaft, while blasting in the Vinagrace shaft.

Ten Fathom Level East.—On the 16th we discontinued this end in consequence of the hardness of the ground, and the entire disappearance of the lode. Driven three feet six inches.

Ten Fathom Level West.—From the end of this level we have driven a cross-cut north, to cut the north or foot wall two fathoms three feet three inches. We then rose one fathom three feet to the bottom of the Discovery level, to open a communication with the same, to improve the air—since then we have been stopping and driving east and west on the lode.

Disc very Level.—This end has been regularly continued the whole month, and no thing interesting has occurred during its progress. We have driven seven fathoms one foot. In these levels we have had one English, eight negroes, day and night; six, and occasionally nine, men at the two tackles, and have scarcely been able to clear the mine: to obviate this difficulty, and the inconvenience of having so many hands at the tackles, arrangements are making to draw the "stuff" by means of a kibble, to be worked by the present whim.

Reduction Works.—The stamps have not been regularly supplied with stone, in consequence of having to make arrangements for a second experiment with the amalgamating mills, and the delays and alterations with the pumps in the Bahu shaft. One hundred and fifty tons of ore were collected from the Bahu stopes; and west level broken and mixed together, and fifty tons sent to each of the three following stamps: Esperanza, Warre, and Culsa. The men working occupied several extra hands many days, and was only finished on the 26th.

A new concentrating floor has been made, and two tyes each twenty-six feet long, two wide, and twenty inches deep, have been completed and fixed; and the sand from the Culsa and Susanna passed through the same since the 27th. The difficulty of finding a space sufficiently large to contain so great a quantity of sand as must necessarily accumulate during the process of concentration, obliged us to remove the men from the repairs of the shallow adit, to come over a stream running between the floors, by which means the sand can be collected without the inconvenience of carriage.

Tank Washing.—Occupied the usual number of hands and days.

Masons.—This department has been augmented by the addition of four new hands, and a corresponding number of labourers. At the commencement of the month they were employed finishing and plastering the houses in the yard; since then a wall for the concentrating floors, forty-nine feet six inches long, eight feet eight inches deep, and two feet and a half through, has been built. They were employed altering the chapel into a general store; this will be a work of greater magnitude than was at first calculated on, from the decay of state of the timber forming the foundation and walls. Four natives, two assistants, two slaves, one boy, and one woman, the early part of the month; the latter eight natives, two assistants, eight slaves, one boy, and three women.

Charcoal.—Stock from last month forty-seven pits; made this month thirty-seven pits; consumed thirty-seven pits, or 215 mule loads. Stock on hand, forty-seven pits, twenty-two men, three boys, three trapicos, and one feller.

Wood.—Twenty-two pieces of timber, containing 300 cubic feet; sixteen loads of poles; eight ditto of firewood, and one ditto of plank, have been brought in. Three wood-cutters, two slaves, two sawyers, and two men, cutting firewood; three carmen, and four boys.

Carpeters.—The principal works done in this department have been the eastern rods, and other works for the Bahu shaft, and connecting the two lifts of pumps. The troughs for the concentrating floors, and the preparing shelves for the new store.

The work which will next occupy their attention will be the poppet-heads to be placed over the Vinagrace shaft for the pulley for the whim kibble. A machine for throwing air into the deep adit, and a new water-blast for the smith's forge.

Work completed.—Clatern, and twenty-four feet of rods for Bahu shaft; two nine feet ladders; two doors for stamps; four bedsteads; one cart saddle; fifteen gearings; six stamp-heads set up; roof of new stamps; two cubic foot measure; two launders, eleven feet each; three smaller ditto; fixing rod and pumps; concentrating troughs; one collar launder; four wheelbarrows; four blinds; two troughs, twenty-six feet long, two wide, twenty-two inches deep; eight stamp lifters; one yoke for oxen; three plugs for boring pumps; door and case for warre stamps.

Work in Hand.—Concentrating tyes; store; poppet-heads for Vinagrace shaft.

Sundry Work.—Repairing landing brace and barrow road; repairing wheel of Esperanza stamps; lining stamp-lifters; pitching and repairing stamps; repairing timber carts and wheelbarrows. Five English, three natives, and eight negroes.

Smith's Work completed.—Seventeen spalling hammers; eight pair tongs; eight lift hammers; forty-two spikes; five staples and glands; 264 nails; one pair roller plates; four pair hinges; one splicing pin; three tamping bars; four pump blades; 106 bolts, eight glands; one alopecare; ninety-seven washers; sixteen wedges; five needles; thirteen rivets; four stu dls pins; ten bends; four clach valves; twenty-seven staples; sixteen cramps; six cutters; four pair yokes; one bucket rod; ten cliffs; five stamps; two cart wheels, bound; two hammers; one axe; eight mallets; one door and rake for furnace; two caps and two pair plates; six feet of chain; two betterers and pins; twenty teeth for amalgamating bowls; two mbyards; two hooks; two cheeks; one eye-plate; 169 new boyars; 869 ditto, steels; 10,992 ditto, sharpened.

Work in Hand.—Mallets and spalling hammers, and sundry jobs for furnace.

Sundry Work.—Sharpening and repairing tools; binding pumps; repairing whim kibble; cutting up iron and steel. Two English; one native; eight negroes, and three ditto day and night at the mine forge.

J. R. A. CRICHTIE.

IMPERIAL BRAZILIAN MINING COMPANY.

Workings from the 30th May to the 31st June, 1836, both days inclusive, nine days.—Stamps, 10 lbs. 10 oz. 11 grs.—13 lbs. 2 oz. 6 grs. 8 grs.

Rio de Janeiro, June 14.—The preceding is a copy of what we had the honour of addressing you on the 9th inst., since which we are without arrivals from Europe, and have to wait upon you with Mr. Duval's despatch of the 30th May. We had an interview with Dr. Briar to-day, and we are more encouraged to hope that your business in the Chamber of Deputies will have a satisfactory termination.

Rio de Janeiro, June 23.—Herewith you have a copy of the few lines we had the honour of writing to you by the *Meusell*, on the 14th inst., and we have now that of informing you, that the resolution respecting your duty was discussed in the Chamber of Deputies on the 16th, 17th, and 18th inst., and that it was suspended on the motion of one of the deputies for Minas Geraes, for the Government to give a statement of the produce of Gongo, and other foreign mining companies, for the last five years. The delay is vexatious, but we hope to be ultimately successful, and we will not spare exertions to get the business before the Chamber again as soon as possible.

Mark Knight, the carpenter, and the stores under his charge, have been sent forward.

You have enclosed Mr. Duval's despatch of the 4th and 9th inst., forwarded in conformity with his letter to us of the 13th May. We expect that to-morrow's post will bring us a copy of the despatch of the 9th, to go by the *St. Peter*.

Rio de Janeiro, June 25.—We have the honour of addressing you by this conveyance, under date of the 23rd inst., and the packet having returned, in consequence of having met with the *Delight* packet outside, we are able to acknowledge the receipt of your despatch of the 3rd May, the contents of which shall have our best attention. NAYLOR, BROTHERS, AND CO.

Gongo Soco, May 28.—I have not to acknowledge the receipt of any of your commands since I last addressed you on the 24th inst., as per copy herewith, which I confirm.

I have this day to report a melancholy event, which had it led to the result which for the time appeared inevitable, would have deprived this establishment of its medical officer, and, as it seems, without the power of replacing him. On the 26th inst., between two and three o'clock in the afternoon, Dr. Collier having returned from a ride, had been a few minutes seated at his table writing, when his servant, who was alone with him in the house, was attracted by the noise of something falling heavily, and on entering his master's room, found the Doctor lying on his face. Bleeding had the desired effect, and in a short time sensation and knowledge gradually returned, but, without, to this time, bringing back the patient to a recollection of the circumstances preceding his accident.

Dr. Collier considers this attack to have been produced by a stroke of the sun; but from the testimony of the officers of the establishment, who were then present, it appears to have borne a strong resemblance in its character and effects with an attack which Dr. Collier had a short time before Captain Skerrett left Gongo, and whilst Dr. Macfarlane was chief medical officer. Dr. Collier is now able to see those patients who can call upon him, and it is expected that in the course of to-morrow he will be able to attend the hospital.

Gongo Soco, June 4.—I beg your reference to the duplicate herewith of my last respects of the 26th ult. I have not since been honoured with any of your commands.

I am happy to state, with reference to my letter of 26th May, that Dr. Collier appears perfectly recovered from his late severe indisposition, and that he is able to attend his professional duties, which are much called into use at this sickly season of the year, by a heavy list of patients, principally officers from catarrhal affection.

By the post of the 9th, I shall transmit the captain's mine report, and I shall abstain until then from making any observations respecting the state of the mine, the temporary poverty of which, as exemplified by the produce of the last six days, will not, I trust, unnecessarily alarm you.

Gongo Soco, June 9.—Since I last addressed you on the 4th inst., as per copy herewith, which I confirm, I have been honoured with your commands, under date of the 4th and 6th April, with their enclosures.

I have only to refer you to the captain's mining report for the month of May, and particularly to their letter of 8th June, annexed thereto, in which, and especially in the postscript to that letter, they answer certain questions, which I thought it necessary to put to them before I communicated your instructions. From these documents you will observe that your orders, in as far as they relate to the western ground, and to its connexion with the Culsa, have been anticipated by their operations for the last four months, and also, that all your mining captains are firm in their belief of the existence of a south body of jacotinga.

The discovery of a bunch of gold in the fourteen fathom level, west of Duval's shaft, is a cheering circumstance, and augurs favourably for the success of our operations in that quarter. It is not impossible, at least such is the mining captain's opinion, that this may be part of a new vein, which may have to be pursued east, under the old workings.

You will also observe, that the open cutting near the Eliza wheel has produced a little gold. This open cutting is intended to reach a hollow part of the mountain, to the north of Goldsmith's shaft, from which it is not now far distant, where Captain Tregoning recollects that, at the time of purchasing the mine, a rich bunch of gold had been partially worked upon. It will, however, now be of no consideration whether we shall not be obliged to dismantle the Eliza wheel, and use it to draw off water, in sinking Vessey's shaft below the forty-eight fathom level.

G. V. DUVAL.

(The remainder of the correspondence will be given in our next.)

BOLANOS MINING COMPANY.

Bolanos, May 8.—In handing you this report for last month, we begin with the mine of Cocina, where we have cut through the vein in the cross-cut at the bottom of the shaft (twenty varas below the bottom of Esperanza level), which we find to be about six feet wide; a half vara of it, towards the upper part of the said vein, is tolerable good work, but towards the foot-wall it is very coarse. In the Esperanza level, going north on the vein, there is not any improvement since our last. In the rise above ditto, ninety-two varas north of shaft, the vein is about one vara wide, but poor at present, but it being necessary to make the communication in that place with the level above, it will be continued, as well as to try the ground as for a ventilation. In the 114 vara level, going north of cross-cut, we are still driving, but the vein does not improve since our last.

In Conessa our works have been confined only to the desagua, and clearing the shaft below the Esperanza level, and the Esperanza level, south of shaft. In the former we have nearly got to the bottom of the shaft; in the latter we have been driving as usual, but owing to the hardness of the ground we have made but little progress.

In San José we have been obliged to abandon the two slant-levels, by reason of having cut a shute of water in the south level, of about sixteen varas from the cross-cut (Santa Tomas), and hitherto we have not been able to ascertain if it is a small fissure which leads to the Barranca workings or not; but we have forced the water to sixteen varas above the Santa Tomas level, and shall soon know for a certainty if it is the Barranca. In the shaft we have been continually at work, cutting bearer-holes, fixing bearers, cutting eastern-plat, finishing shaft where wanted, and we have got two whins on the desagua, but to draw only to the 100 vara level, from whence it is carried by launders to Cocina, at Canon de Guia, and drawn to the surface by the water wheel.

In Guadalupe we have been keeping the water to the 234 vara level, and in the mean time we have been clearing the said level, making sundry repairs in the shaft, &c., to provide for the fixing of the standing lift at that level, &c.

In San Vicente we have been confined to the clearing and changing timber in the Esperanza level north, and changing timber in said level south, towards Zapopa; and, as far as we have seen at present, in former works the timber appears in a bad state, so that it will all require to be changed; but in the latter work the timbering is nearly finished.

In Zapopa we have got on very well with the drawing the Esperanza level, south of shaft, as it is getting on well towards the No. 2 winze (forty-two varas south of shaft). We have also begun a cross-cut to prove the vein, fifteen varas south of shaft; but hitherto we have not cut into the vein, the ground being very hard. In the No. 1 winze south, below San Abran level, we have been obliged to change some timber. In the No. 2 winze, we have taken out some tolerably good ore, but the vein is not rich; the progress is very slow, by reason of its being so very hot, and it will remain so until communicated with the level below. In the No. 3 winze, below the San Abran level, we have been doing very little, as we have had a bad run there, but now it is nearly completed: this winze appears to give much better ore than the No. 2, as far as we have been able to judge as yet.

Bolanos, June 1.—In handing you this report for the last month, we begin with the mine of Cocina. In the cross-cut at the bottom of the shaft we have not been able to do much, by reason of the ground being so bad on the upper wall of the vein. In the Esperanza level, going north, the vein does not appear to improve either in width or in quality. In the rise, ninety-two varas north of shaft, we are getting on tolerably well, as far as regards the progress in that place, but the vein continues to be much the same. In the forty-six vara winze south, below the same level, we have drained, cleared, and now secure to the bottom of, and shall resume the sinking to-day. In the 114 vara level, going north, we have not had any improvements since our last.

In the Conessa we have cleared the shaft to bottom, cleared the Santa Tomas level (south to the end) three varas south of shaft, and shall commence in a few days to cross the vein in that place. In the Esperanza level, going south to shaft, we have not had any difference since our last, as the ground continues to be very hard.

In San José we have been principally confined to the desagua, and the finishing the cutting ground, fixing bearers, clasturas, &c., which are now finished, and the water is now at ten varas above the bottom of Santa Tomas level, and about fourteen or fifteen varas above that place in the Barranca workings. It goes down very slow in the latter at this time. We are getting on very well at the surface, with the capstan, shears, &c., and hope soon to begin the fixing of some of the pit-work.

In Guadalupe we have not got on as fast as we expected, owing to a bad place in the shaft, but that being perfectly secure at present, we hope to be able to complete the fixing of the tyre-bucket lift, which will make the pit-work good to the 234 vara level.

In San Vicente our works have been confined, as usual, to the clearing and timbering north, and removing timber, &c. in Esperanza level.

In Zapopa we are so far south in the Esperanza level as the No. 2 winze, where we hope in about a fortnight to be able to begin a rest to hole to the said winze. In the cross-cut, going east, in same level, we have made but little progress, owing to the hardness of the ground.

In No. 2 winze south, below San Abran level, we have not had any improvements since our last. In No. 3 winze we have got into regular sinking again, but we have not been able to do much hitherto.

Veta Grande, May.—I have not for a long period had the pleasure of communicating to you such good news respecting the Gallega mine as I have it now in my power to do. The mine has improved greatly during the last month, as much in the upper works as in the lower.

The ends of Buen Suceso, principally that to the east, have improved, giving very rich and abundant ores. The ore continues in the rise, but on account of the heat, and hardness of the ground, we cannot push forward in this part, and I have thought it better to commence a winze in the cross-cut No. 1, of Taylor, in order to extract the ores from above, although the vein at this point contains very little. I do not despair of finding something shortly, and if not in the levels, they will be met with higher to the east, if the bunch of ore continues, as we have reason to suppose.

The space between the rises to this point of the work is thirty varas, and I calculate that at the rate of one and a half or two varas weekly, we shall communicate it in fifteen or twenty weeks; during this period will be completed another work, viz. Taylor's winze, which communicates the western part of the workings of Buen Suceso with the level of San Martin, joining at the mouth of the cross-cut No. 2 of Taylor's, so that there will be a straight road from the first and second cross-cut. The latter work continues in good ores, and gave us during the month 158 cargans in three and three-fourths varas driven.

The end to the west of Buen Suceso has already passed the line of Taylor's shaft six varas, and continues still in azogue ores of good quality: the vein is broad, and gives good indications of improving as we proceed. From five and a quarter varas were extracted 140 cargans.

The upper end, No. 1 (the richest work in the mine during the month), at the end of last week was not producing such rich ores as previously, nevertheless it is still very good. The extraction from eight and three-fourths varas was 301 cargans, almost eight cargans per cubic vara.

The end No. 2, commenced with the object of communicating with No. 1, continues likewise in ores of very fair quality, with a considerable sprinkling of red silver, although in less abundance than No. 1. From four and a half varas were extracted 101 cargans.

The end of San Felipe at the close of the month began to give signs of improvement. It shows some small strings of good ore, and it is to be expected that it shall reach in a short time a bunch of good ore. The vein goes on increasing in width, and the quartz bears a favourable appearance.

The winze of San Felipe was communicated with the level of Guadalupe at the end of the third week. We shall continue it until the poverty of the vein is exhibited to us, since the ore which it produces covers the expense of the work. The space from this to San Andres is not examined, but, accord-

ing to appearance, ores of good quality continue here. With respect to the cross-cut of Santo Andres, I have only to remark that it is finished, having arrived at the foot-wall of the vein.

Near the Pozo de Guia we found a vein in the hanging wall, above that which is worked at this point; commenced a tutwork, called the end of San Juan, to the west to examine it, and found it in good ore. This work will be continued to the west, and I hope to be able at the end of this month to give a good account of this lode, which is nearly two varas wide, with a band of eight to twelve fingers of smelting ore, besides the azogues. This work was driven one week, and two varas: thirty cargans of ore were extracted.

The end below San Clemente at the end of the month arrived at a fluecon, the same which cut the vein in the upper end to the west. To fall in with the discoloured lode, I commenced in the first week of this month an end to the west, and if this part is not already worked in the labor of La Cruz, as I fear it is, we ought to meet it shortly. The winze of San Clemente continues in good ores, but they have narrowed a little. With respect to the cross-cut of Dolores, I have nothing more to add. In the south-east end of San Diego, after the Veta Grande separated, the ores entirely failed, and at the close of the last week of the month, I suspended the driving, not for ever, but on account of having more interesting works in that point, such as a rise which I broke in the first week of this month, which will serve to undeceive as a little with respect to the labyrinth of veins at this point.

The end of San Diego, to the east, is followed upon the Veta Grande. We drove three and three-fourths varas; extracted 115 cargans, almost nine cargans per cubic vara of the vein. To the east of the winze No. 2 of El Carmen, I ordered a winze to be commenced in the foot-wall of the level of Dolores, with the object of preparing that mass of ore for extraction. Five varas were driven, and the extraction was 110 cargans. This is all I have to observe upon the tutworks, all which, with very little differences, will be continued in the present month, and I believe there will not be any new ones commenced.

Sonora, June 13.—Your favour of the 11th March is before me. Since my return to this district, I have visited the mine of Gallega. The vein continues good, going upwards, and towards the east, indeed, following that direction. Every end or ground, rise or winze, is more or less productive, and in the higher parts of the workings there is a branch of good smelting ore, from half to three-fourths of a vara wide. For the present we have not been touching the pillars, as there has been no occasion for it, and they will be kept in reserve. One of the works of discovery, at which I am looking with great anxiety, is the cross-cut from Cata de Junnes, north on the cross vein, which I hope will be completed in six or seven weeks. That point, if good, might become of importance, as the vein was never worked at that depth, and, judging from the appearance in the upper part of Pozo Rico, we have reason to expect something good.

Some time ago we abandoned the trial of the Tiro Gral and Macias, on account of the water, as you are aware. We have four favourable months to continue the trial, and the increase of water is not felt in the mine until after the rains, it is, therefore, probable we shall make a push in Macias. For this purpose we shall have to lower the water in Tiro Gral, and put two malacates in Wrista for a few weeks. This will increase our expenditure from \$1500 to \$1800 dollars per week; but I consider the moment very favourable for the trial, the mine being still productive, and the expenditure falling only partly on the company. It is probable that the trial of the Tiro Gral will prove a failure: as far as we have seen, the aspect of the vein at Santa Rosa gives no hopes of improvements; but it is to be considered, that the trial at Macias cannot be made without lowering the water at the Tiro Gral almost to the level of Santa Rosa; and it is desirable before we give up for ever the deep part of the Tiro Gral, we should have a survey made by miners not belonging to our establishment, and if their opinion agrees with ours, respecting the impropriety of continuing a trial which gives no chance of improvement, then that part of the mine would be abandoned, and their written opinion would shew at any time, that the company have done as much as it was in their power to prove the ground, and so avoid any claims that might be brought forward by the owners.

Mr. Spengenberg, having little to do at Bolanos, came with me to Sonora, and is now employed in making some very useful assays of the different kinds of salt and magistral used in the haciendas of this district, in which, I am sorry to say, we find more difficulties than Mr. P. anticipated. Messrs. Garcia, whose new method of amalgamation was tried in Real del Monte, have been in this neighbourhood for some time. They have been trying the ores of Fresnillo, and likewise a small parcel of Gallega; but as the experiments could not be carried on in our own haciendas, I have not interfered. From their own account, however, they have had a favourable result; but their enemies question very much the correctness of their statement. Finding that they are so persevering, and that the expense of two or three trials cannot be of importance to the negotiation of Veta Grande, and also, that the small trial made by Mr. Stein, in the hacienda of Guadalupe, gave a little better result than the usual method, I have allowed Messrs. Garcia to make their trials in the hacienda of Panuco, with the ordinaries of Gallega. They will begin this week, and of the results of these and other experiments a correct account will be sent to you in proper time. I am happy to inform you that Captain William Rule has accepted the situation as agent in the Bolanos district, and intends to leave Real del Monte about the end of August or the beginning of September.

The conducta for Tampico left on the 11th inst., escorted by seventy men, and as they took some money on account of the British Government, I do not apprehend much danger. \$4000 were sent to be shipped on account of the company. It was my wish to have made a larger remittance, but our expenses have been very heavy, both in this district and in Bolanos. It is the general opinion, that the next conducta will not leave before three months, and by that time I hope our funds will enable me to make a handsome remittance.

REAL DEL MONTE MINING COMPANY.

Mineral del Monte, June 25.—The Dolores Dragl. shaft has only reached forty-eight varas and a half below the 116 vara level, or twenty-six and a half varas below the level of the bottoms. The new level called San Juan was commenced driving from the bottom of the shaft in the beginning of the present month: as there is no regular lode in the shaft on which to drive the new level, the direction we propose at first will be due west, as it will thus cross the main part of the lode, which in the bottoms run about twenty-five degrees south of east: a string of the vein which has passed through the shaft to the south, has also a direction nearly parallel to the lode; and on reaching this or any other favourable part, the level will then be carried straight towards the workings, making the proper allowance for the underlie. The ground is hard. Four varas have been set at \$200 per vara. In the 197 vara upper level east of Dolores shaft the lode is poor, and four men can barely drive from three-quarters to a vara per week; while in the adit east, although the old level is quite full, much crushed, and the air bad, the clearing and securing goes on about one varas three-quarters per week.

The Jubelio, or 116 vara level west of Dolores shaft, continues a poor but promising lode, and in favourable ground. The 137 vara level east of San Cayatana shaft is still in a hard lode, and four men can scarcely drive half a vara per week. There is a small branch of rich ore in the end about three inches wide, with spots of the same thereby distributed in the other parts of the vein: the air in this end was bad, but an air-machine is now fixed in San Cayatana shaft, and worked by the condensing engine, which forces in a good current: for some time past it has been proposed to drive south from the San Pedro level, to examine the south part of the vein, which, from La Virgen winze to Santo Teresa shaft, has not been cut through. In the latter part of last month, therefore, a cross-cut was commenced for that purpose, at forty-five varas east of Santo Teresa shaft; it is already driven five varas, and has passed through parts of the vein containing spots of ore, but it appears from the dialling that the main part is still three or four varas further south. We have lately had some barretres working in the ends of the Virgin winze, above the 107 vara level, who have been breaking some very good ore; but as the ground is rather hard, and the quantity of ore small, it does not leave much if any profit, so there is a promising lode containing spots and small strings of ore in the neighbourhood of this winze, at the San Pedro level, I think it would be desirable that a winze for the purpose of making trial be sunk below the 107, as this part of the mine is perfectly dry, and the cost will be merely the wages of two or four men.

The new plat at La Cruz, or 108 vara level, in Terreros shaft, is cut in seven varas south of the shaft fourteen feet wide and ten feet high; but as there are several small streams of water already sprung out, we do not purpose driving further south till the arrival of the new winze piece from Vera Cruz, which may be expected here in about three weeks. In the mean time the pumpmen will be employed cutting down some ground on the brow of the plat, putting in post-holes, &c.

The San Miguel, or 142 vara level, west of Terreros shaft, having been driven under the San Juan de Dios winze, a rise above the level was commenced in the beginning of the present month, for the purpose of accelerating the communication which took place last week after rising six varas. This winze, from the bottom of the Esperanza to the back of the 142 vara level, has passed through, in the whole distance, a productive lode; and next week sixteen barretres will be set to work in the end of the winze east and west. The 142 vara level will be immediately continued west; for this end, although not rich, contains good azogue ores.

The Esperanza, or 118 vara level west of Terreros shaft, has been driven south-west through the lode to the south wall, and is now driving west in that part, direction seven minutes south of west; and will, if continued in that direction, pass about ten varas south of the old cross-cut from Guadalupe shaft, proving that the main part of the lode was not formerly cut. The lode in the end is at present poor, but the ground is favourable, and four men can drive from two and a half to three varas per week, and cost only about \$15 per vara.

The San Lino winze, sinking below the ninety-five vara level at twenty

PRICES OF STOCKS.

ENGLISH PUBLIC FUNDS.

	Monday	Tuesday	Wednesday	Thursday	Friday
Bank Stock, 8 per Cent.	211 1/4	210 3/4	210 3/4	209 1/2	209 1/2
3 per Cent. Red. Ann.	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2
3 per Cent. Consols.	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2
3 1/2 per Cent. Consols.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
3 1/2 per Cent. Red. Ann.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
New 3 1/2 per Cent. Ann.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Long Anns.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Anns. for 30 Years	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Ditto	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Omnium	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
India Stock, 10 per Cent.	280	280 1/2	280 1/2	280 1/2	280 1/2
South Sea Stock, 3 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Ditto New Ann. 3 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
3 per Cent. Ann. Consols.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
India Bonds, 2 1/2 per Cent.	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
Exchequer Bills, 1 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Ditto	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Ditto	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
3 per Cent. Cons. for Ac. 13 Oct.	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2
India Stock for Ac. 13 Oct.	280	280 1/2	280 1/2	280 1/2	280 1/2

BANK OF ENGLAND—TRANSFER BOOKS.

	Thursday, Sept. 1, 1836.	Thursday, Oct. 13, 1836.
Bank Stock	211 1/4	209 1/2
3 per Cent. Red. Ann.	91 1/2	91 1/2
3 per Cent. Consols.	91 1/2	91 1/2
3 1/2 per Cent. Consols.	101 1/2	101 1/2
3 1/2 per Cent. Red. Ann.	101 1/2	101 1/2
New 3 1/2 per Cent. Ann.	101 1/2	101 1/2
Long Anns.	101 1/2	101 1/2
Anns. for 30 Years	101 1/2	101 1/2
Ditto	101 1/2	101 1/2
Omnium	101 1/2	101 1/2
India Stock, 10 per Cent.	280	280 1/2
South Sea Stock, 3 per Cent.	101 1/2	101 1/2
Ditto New Ann. 3 per Cent.	101 1/2	101 1/2
3 per Cent. Ann. Consols.	101 1/2	101 1/2
India Bonds, 2 1/2 per Cent.	2 1/2	2 1/2
Exchequer Bills, 1 1/2 per Cent.	101 1/2	101 1/2
Ditto	101 1/2	101 1/2
Ditto	101 1/2	101 1/2
3 per Cent. Cons. for Ac. 13 Oct.	91 1/2	91 1/2
India Stock for Ac. 13 Oct.	280	280 1/2

FOREIGN STOCKS.

	Monday	Tuesday	Wednesday	Thursday	Friday
Austrian, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Belgian, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Brazilian	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Ditto, 1828	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Buenos Ayres, 6 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Cuba, 6 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Chilian, 6 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Colombian, 6 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Ditto, 1824, ditto	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Danish, 3 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Dutch, 3 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Ditto, 1828, 6 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Ditto, 1828, 6 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Ditto, def. do. 6 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Neapolitan, 3 per Cent, 1824	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Peruvian, 6 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Portuguese, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Ditto, New ditto	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Ditto, 1828, 6 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Prussian, 4 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Russian, 1822, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Spanish, 5 per Cent. Consols.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Ditto, passive	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Ditto, deferred	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Dutch, 3 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Ditto, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2

FRENCH FUNDS.

	Monday	Tuesday	Wednesday	Thursday	Friday
5 per Cent. Ann.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
5 per Cent. Ann.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
4 per Cent. Ann.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
4 per Cent. Ann.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
3 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
3 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Bank Shares	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2

IRISH FUNDS.

	Monday	Tuesday	Wednesday	Thursday	Friday
Bank Stock	211 1/4	209 1/2	209 1/2	209 1/2	209 1/2
Government Debentures 2 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Ditto Stock	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Ditto New	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Ditto ditto, reduced	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Consols	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
City Debentures	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Exchequer Bills	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2

AMERICAN FUNDS.

	Monday	Tuesday	Wednesday	Thursday	Friday
New York 6 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1845	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1847	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1848	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1849	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1850	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1851	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1852	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1853	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1854	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1855	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1856	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1857	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1858	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1859	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1860	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1861	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1862	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1863	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1864	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1865	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1866	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1867	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1868	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1869	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1870	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1871	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1872	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1873	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1874	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1875	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1876	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1877	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1878	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1879	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1880	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1881	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1882	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1883	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1884	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1885	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1886	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1887	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1888	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1889	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1890	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1891	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1892	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1893	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1894	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1895	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1896	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1897	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1898	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1899	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1900	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2

COURSE OF EXCHANGE.

	Monday	Tuesday	Wednesday	Thursday	Friday
Amsterdam	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Ditto at Sight	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Rotterdam	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Antwerp	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Hamburg	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Altona	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Paris	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Ditto	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Frankfurt	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Frankfurt on Main	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Petersburg	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Berlin	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Vienne	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Trieste	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Madrid	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Cadix	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Bilbao	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Barcelona	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2

COAL MARKET, LONDON.

SEPTEMBER, 1896.									
QUALITY.		PER TON.			QUALITY.		PER TON.		
Newcastle.		Mo.	We.	Fri.	Sunderland.		Mo.	We.	Fri.
Airs	19 6	18 3	19		W. E. Bradfield's Hutton	21 6	21 9	22	
Ship	18 2	17	19		Walls End Hawell	21 6	21	6 21 6	
rdon Main	19 6	19 9			Walls End Hutton	21 9	21	9 21 9	
te's Tansfield Moor	19 18	18 18 3			Walls End Lambton	21 9	21	9 21 9	
ester	19 6				Walls End Lyons				
re's Hartley	20 19				Walls End Russell's Hett.			21 6 21 9	
lywell Main	21	21	21		Walls End Stewart's	21 6	21	6 21 9	
ace's Main	17	17 3			Hartlepool.				
ds Redbrough	18 16	16 6	18 6		Walls End Hartlepool			21 3 21 6	
It's and Co.'s Prisoner	17	17			Stockton.				
ntop Windsor	18	18			Walls End Adelaide	20 9			
ith Hartley	20 6	20 6	20 6		Walls End Gorton	20 6			
elfield Moor	20 6	19 6	19 6		Walls End Land				
wnley	21	21	21		Walls End South Durham	20 6	20 9	20 9	
st Hartley	20 6	20 6	20 6		Walls End St. Helen's Trees	20 9			
Ham	20 6	20 6	20 6		Walls End Trees	20 9	21		
alls End Bell and Brown	20 9	20 6			Butterkewie Mixed			19 6	
alls End Brown's	18 6	20			Walls End West Hutton.	19 9		20	
alls End Clark and Co.	18 6				Ripht, Scotch, Wink and				
alls End Goodforth	21				Yorkshire.				
alls End Heaton	20 6				Mylth	18			
alls End Hilda	20 3	20 3			Cuspen	20 6			
alls End Hotspur	20 6	20 3	20 3		Gawber Hall				
alls End Killingworth	20 3	20 3	20 6		Hartley	21 21	21	21 21	
E. Lamb. Stanhope Co.	19 3				Metlhyr	20		19 20	
alls End Newburn	20 30	20	20		Stavely Main Het			19	
E. Northumberland	20 20	20			Stone Coal, Small and Co.			24 6	
alls End Perkins	20 9				Silkestone Williamson			17 6	
alls End Richbels	20 9								
alls End Urpeth	18								